APPENDIX A

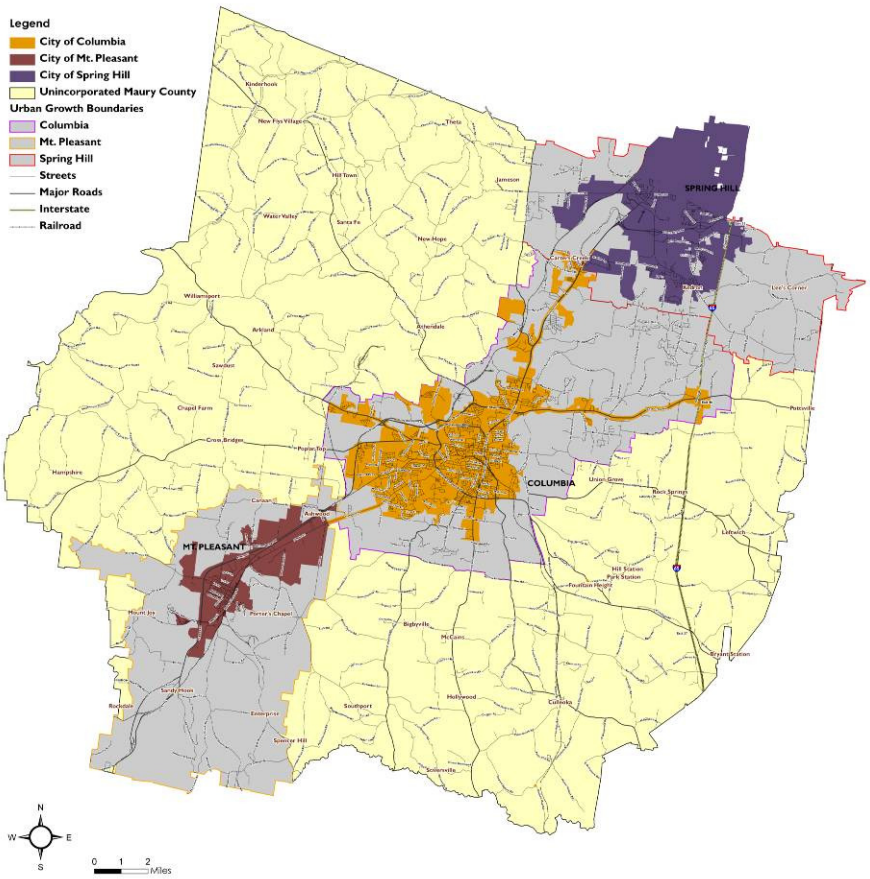
COMMUNITY ASSESSMENT

INTRODUCTION

Introduction to the Analysis of Supporting Data for Maury County and the municipalities of Columbia, Mt. Pleasant, and Spring Hill

The Community Assessment provides an overview of existing conditions for Maury County, which includes unincorporated areas and the cities of Columbia, Mt. Pleasant, and Spring Hill. The Community Assessment includes an analysis of available data and information pertaining to geography, population, business/employment, housing, historical and cultural resources, transportation, and land use and urban design. Combined with the analysis is input provided by the community, including residents, property and business owners, elected officials and staff, and the project team. The Community Assessment serves as a basis for identifying the primary issues and opportunities in the Issues and Opportunities section along with informing the goals, policies, and strategies in the Community Vision and Future Development Guide sections.

Maury County Comprehensive Plan Study Area Map



COMMUNITY HISTORY

Important Dates in the History of Maury County

- **1807 – Maury County established**
- **1808 – Columbia settlement began**
- **1817 – Columbia incorporated and established as county seat**
- **1888 – Phosphate discovered near Mt. Pleasant**
- **1990 – Saturn/GM Plant opens in Spring Hill**

Maury County was established in 1807 by a small group of South Carolina Presbyterians and named after pioneer surveyor Abram Maury. In 1817, the town of Columbia was incorporated and became the county seat. With an early population of 7,772, according to the 1810 census, Maury County has grown to include roughly 80,000 residents as of 2007. Between 1807 and today, there have been several important events that have shaped present day Maury County. These events include pre-civil war development patterns, the Civil War, the discovery of phosphate, and most recently the location of the Saturn auto plant in Maury County.

Prior to the Civil War, there were two major events that influenced growth and development in the county. The first major event, in 1835, was the location of the North-South Railway outside of the county rather than passing through Columbia. With the by-pass of the railway, much of the expected development associated with the railway did not materialize in the county. The second major event prior to the Civil War was the defeat of James Polk and his bid for re-election as Governor of Tennessee. According to historical records, Columbia had the potential to become the state capital had Polk been re-elected. Both of these events limited development and preserved the agricultural economy of Maury County through the turn of the century.

During the Civil War, Maury County experienced activity by both the Confederate and Union troops. Columbia was occupied by Union troops, and the courthouse was federally fortified. The Rippavilla Plantation was the location of both Confederate and Union occupation and served as a headquarters for generals on both sides at different times. Today, the Rippavilla Plantation is open to the public and serves as a cultural resource for Civil War history.

The discovery of phosphate near Mt. Pleasant in 1888 was the most significant factor in shifting Maury County's economy away from being predominately agricultural to one based more on industry. The discovery also made the area the center of the national phosphate industry. While much of the local industrial activity at the turn of the 20th century was associated with phosphate extraction and production, other industrial activities were attracted to the area, which helped support and grow Maury's economy.

In the mid 1980s, the auto manufacturer Saturn, a division of General Motors, opened a auto assembly plant in northeast Maury County near the Williamson County line in Spring Hill. With the location of the manufacturing plant, new jobs and economic activity were created. In addition to the plant itself, associated suppliers located near the plant and helped expand Maury's economic base. Today, Maury County has a unique blend of rural countryside that reflects the county's agrarian past and small town development that reinforces the role and history of its cities and rural communities.

POPULATION

Identification of trends and issues in population growth and significant changes in the demographic characteristics of the community

The following section presents a summary of population and demographic characteristics and trends. Demographic data for Maury County, Columbia, Mt. Pleasant, and Spring Hill, and in some cases surrounding counties and the State of Tennessee for comparison. The summary was prepared using data primarily obtained from the U.S. Census Bureau.

HISTORICAL POPULATION

Maury County's population as a whole has grown steadily from 1990 to 2007 as shown in Tables 1 and 2. During that time period, Maury County grew by approximately 25,000 residents. Additionally, while the county has experienced steady growth, the cities in the county have experienced different growth rates over the same period. Columbia has had a slower but steady growth rate compared with the county while Mt. Pleasant has experienced a negative growth rate of 1.8% from 2000 to 2007. The City of Spring Hill is the exception, having experienced a tremendous growth rate of 209% from 2000 to 2007. Population figures in the following tables, unless noted otherwise, include population for both the portion of Spring Hill inside the county limits as well as for Spring Hill as a whole (Maury County and Williamson County).

Table 1 Historical Population - Maury County

Area	1990	2000	2007
Maury County	54,812	69,498	79,966
Columbia	28,583	33,055	33,983
Mt. Pleasant	4,278	4,491	4,411
Spring Hill (Total)	1,464	7,715	23,852
Spring Hill (Portion in Maury Co)	1,288	2,462	----*

* Estimate not available

Source: *U.S. Census Bureau (2000,2007)*

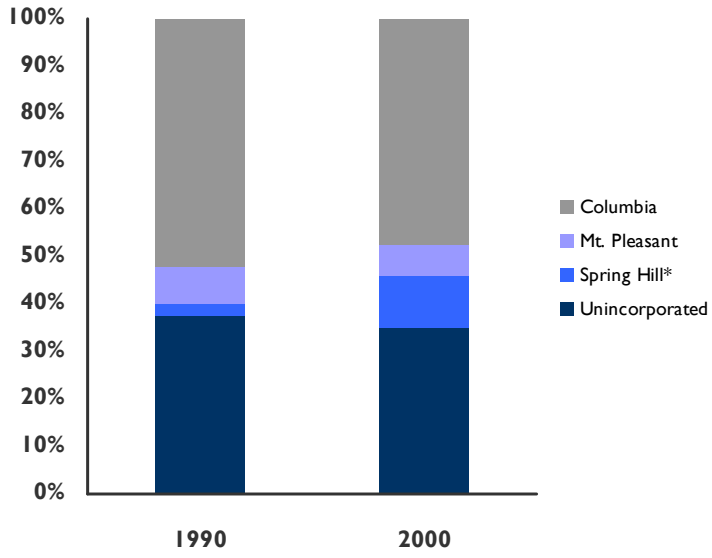
Table 2 Maury County Historical Population Growth Rates

Area	1990-2007		1990-2000		2000-2007	
	% Change	Ave. Annual Rate	% Change	Ave. Annual Rate	% Change	Ave. Annual Rate
Maury County	45.9%	1.5%	26.8%	2.4%	15.1%	2.4%
Columbia	18.9%	0.7%	15.6%	1.5%	2.8%	0.5%
Mt. Pleasant	3.1%	0.1%	5.0%	0.5%	-1.8%	-0.3%
Spring Hill (Total)	1529.2%	11.3%	427.0%	18.1%	209.2%	20.7%
Spring Hill (Portion in Maury Co)	N/A	N/A	91.1%	6.7%	N/A	N/A

Source: *U.S. Census Bureau*

When looking at the county's population distribution (see Figure 1 below), Columbia and Unincorporated areas hold the majority of the population even though their share of the total population decreased between 1990 and 2000. Spring Hill gained in its share of the county's population while Mt. Pleasant's share stayed relatively constant.

Figure 1: Maury County Population Distribution



*Spring Hill population for portion in Maury County only
Source: *US Census Bureau*

As shown in Table 3, Maury County's growth rate from 2000 to 2007 was similar to that of the surrounding counties of Giles, Hickman, Lawrence, Lewis, Marshal and Williamson. Maury County's growth rate also exceeded that of the state, 15.1% to 8.2%, respectively from 2000 to 2007. Comparing the city growth rates, the cities within Maury County experienced similar growth patterns to surrounding cities with the exception again being Spring Hill. Comparing gross population, Maury County is the second largest county in the region when compared with adjacent counties.

Table 3 Historical Population – Maury County and Surrounding Area

Area	1990	2000	2007	1990-2000		2000-2007	
				% Change	Average Annual Rate	% Change	Average Annual Rate
Maury County	**54,812**	**69,498**	**79,966**	**26.8%**	**2.4%**	**15.1%**	**2.8%**
Columbia	28,583	33,055	33,983	15.6%	1.5%	2.8%	0.6%
Mt. Pleasant	4,278	4,491	4,411	5.0%	0.5%	-1.8%	-0.4%
Spring Hill (Total)	1,464	7,715	23,852	427.0%	18.1%	209.2%	25.3%
Spring Hill (Portion in Maury Co)	1,288	2,462	N/A	91.1%	6.7%	N/A	N/A
Giles County	**25,741**	**29,447**	**29,024**	**14.4%**	**1.4%**	**-1.4%**	**-0.3%**
Pulaski	7,895	7,871	7,813	-0.3%	0.0%	-0.7%	-0.1%
Ardmore	866	1,082	1,143	24.9%	2.3%	5.6%	1.1%
Hickman County	**16,754**	**22,295**	**23,768**	**33.1%**	**2.9%**	**6.6%**	**1.3%**
Centerville	3,616	3,793	3,978	4.9%	0.5%	4.9%	1.0%
Lawrence County	**35,303**	**39,926**	**40,887**	**13.1%**	**1.2%**	**2.4%**	**0.5%**
Lawrenceburg	10,412	10,796	10,783	3.7%	0.4%	-0.1%	0.0%
Lewis County	**9,247**	**11,367**	**11,591**	**22.9%**	**2.1%**	**2.0%**	**0.4%**
Hohenwald	3,760	3,754	3,822	-0.2%	0.0%	1.8%	0.4%
Marshall County	**21,539**	**26,767**	**29,179**	**24.3%**	**2.2%**	**9.0%**	**1.7%**
Lewisburg	9,879	10,413	10,856	5.4%	0.5%	4.3%	0.8%
Williamson County	**81,021**	**126,638**	**166,128**	56.3%	4.6%	31.2%	5.6%
Spring Hill (Total)	1,464	7,715	23,852	427.0%	18.1%	209.2%	25.3%
State of Tennessee	**4,877,185**	**5,689,283**	**6,156,719**	**16.7%**	**1.6%**	**8.2%**	**1.6%**

Source: *U.S. Census Bureau*

POPULATION PROJECTIONS

Based on existing trends, Maury County is expected to experience a similar and steady growth rate through 2030. Maury County's annual average growth rate between 2005 and 2030 is projected to be 1.2%, a similar annual rate of growth to that of the period from 2000 to 2007. In terms of gross numbers, the county is projected to grow by 25,790 residents between 2005 and 2030. When looking at the cities individually, Spring Hill is projected to continue to have a higher growth rate than Columbia, Mt. Pleasant, and the county as a whole. Even though Spring Hill is projected to have a higher growth rate, Columbia will remain the largest city in the area with 44,804 residents by 2030.

Table 4 Population Projections

Area	2010	2015	2020	2025	2030	Growth Rate 2005-2030	Annual Average Growth Rate 2005-2030
Maury County*	82,111	86,794	91,625	96,655	102,018	34%	1.2%
Columbia**	36,391	38,599	40,574	42,419	44,804	32%	1.1%
Mt. Pleasant**	4,958	5,264	5,538	5,794	6,120	32%	1.1%
Spring Hill** (Portion in Maury Co)	4,598	5,324	6,108	6,976	8,048	105%	2.9%
Unincorporated**	34,015	36,266	38,267	40,113	42,578	35%	1.2%

*Based on Woods and Poole Projections
**South Central Tennessee Development District

Sources: *Woods and Poole Economics, South Central Tennessee Development District, MACTEC*

HOUSEHOLD SIZE

Household size decreased in Maury County and its cities between 1990 and 2000. For the county, the decrease continued between 2000 and 2006. As of 2006, it is estimated that Maury County had the same household size as the state, or 2.48 persons per household. Data for the cities is not available for 2006. Smaller household sizes impact land use planning by increasing the demand for housing choice beyond the conventional single-family house that is common in Maury County as a whole.

Table 5 Household Size

Year	Maury	Columbia	Mt. Pleasant	Spring Hill	State of Tennessee
1990	3.07	2.99	2.99	3.09	2.56
2000	2.58	2.46	2.43	2.9	2.48
2006	2.48	N/A	N/A	N/A	2.48
Average Annual Growth Rate 1990-2000	-16.0%	-17.7%	-18.7%	-6.1%	-3.1%
Average Annual Growth Rate 2000-2006	-3.9%	N/A	N/A	N/A	0.0%

Source: *U.S. Census Bureau:*

AGE DISTRIBUTION

Age distribution is an important factor in assessing current and future needs of a community. Different age groups such as new families, young professionals, retiring workers, and the elderly all demand different services, jobs, and housing. By looking at historical trends and also projecting future demographic changes, Maury County can plan for the needs of a changing community.

HISTORICAL AGE DISTRIBUTION

The County's fastest-growing age groups from 2000-2006, as shown in Table 6, were those in the 60-64 years age group, followed by the 25-34 and 55-59 years age groups. The fact that two of the three fastest growing age groups are between 55-64 indicates a growing population that is near retirement and will affect the commercial

(both goods and services) and housing needs of Maury County as a whole. Most likely, this trend will continue and be identified in the 2010 U.S. Census as the Baby Boomer generation reaches retirement age.

Table 6 Historical Age Distribution – Maury County

Age Group (shown in years)	2000		2006		% Change 2000-2006
	Total	% of Total	Total	% of Total	
Under 5	4,766	6.9%	5,090	6.5%	6.8%
5-to-9	4,836	7.0%	4,641	5.9%	-4.0%
10-to-14	5,363	7.7%	5,673	7.2%	5.8%
15-to-19	5,167	7.4%	5,372	6.9%	4.0%
20-to-24	4,181	6.0%	4,757	6.1%	13.8%
25-to-34	8,992	12.9%	12,239	15.6%	36.1%
35-to-44	11,734	16.9%	10,762	13.7%	-8.3%
45-to-54	10,058	14.5%	12,026	15.4%	19.6%
55-to-59	3,363	4.8%	4,512	5.8%	34.2%
60-to-64	2,672	3.8%	3,965	5.1%	48.4%
65-to-74	4,544	6.5%	5,075	6.5%	11.7%
75-to-84	2,829	4.1%	2,944	3.8%	4.1%
85 and older	993	1.4%	1,253	1.6%	26.2%
Total	69,498	100%	78,309	100%	12.7%

Source: *U.S. Census Bureau*

PROJECTED AGE DISTRIBUTION

The projections below highlight important demographic changes for Maury County over the next 20 years. While the relative age distribution in any of the projected years will stay the same, major growth trends are projected for the population that is under the age of 20 and for those over the age of 65. These two facts are important to note as they indicate an increased need for services that meet the needs of these demographic groups e.g. school facilities, housing diversity, or medical services and facilities.

Table 7 Projected Future Age Distribution – Maury County

Age Group (shown in years)	2010		2015		2020		2025		2030		% change 2010-2030
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	
Under 5	5,614	7%	6,092	7%	6,559	7%	6,840	7%	7,186	7%	28%
5 to 9	5,395	7%	5,811	7%	6,304	7%	6,810	7%	7,135	7%	32%
10 to 14	5,253	6%	5,678	7%	6,119	7%	6,639	7%	7,191	7%	37%
15 to 19	5,006	6%	5,243	6%	5,680	6%	6,210	6%	6,784	7%	36%
20 to 24	5,523	7%	5,030	6%	5,237	6%	5,679	6%	6,126	6%	11%
25 to 34 years	11,847	14%	12,235	14%	12,516	14%	12,244	13%	13,150	13%	11%
35 to 44	10,826	13%	12,011	14%	12,515	14%	12,897	13%	13,231	13%	22%
45 to 54	12,562	15%	11,481	13%	11,108	12%	12,307	13%	12,767	13%	2%
55 to 59	5,554	7%	6,324	7%	5,907	6%	5,331	6%	5,620	6%	1%
60 to 64	4,632	6%	5,360	6%	6,101	7%	5,711	6%	5,175	5%	12%
65 to 74	5,449	7%	6,907	8%	8,613	9%	9,918	10%	10,280	10%	89%
75 to 84	3,278	4%	3,389	4%	3,721	4%	4,763	5%	5,894	6%	74%
85 and over	1,172	1%	1,233	1%	1,245	1%	1,306	1%	1,479	1%	26%
Total	82,111	100%	86,794	100%	91,625	100%	96,655	100%	102,018	100%	24%

Source: *Woods and Poole Economics*

RACE AND HISPANIC ORIGIN

Race distribution is another important factor in assessing current and future needs of Maury County residents. By identifying both historical and future race distributions, the county can address needs associated with housing, jobs, schools, and community services.

HISTORICAL RACE AND HISPANIC DISTRIBUTION

White residents made up the largest share of the population in Maury County with an estimated 81% in 2000, down slightly from 83% in 1990. As shown in Table 8, African American residents made up approximately 14% of the population in 2000, with a combination of other races making up the other 5%. African Americans made up 15.7% of the County's population in 1990.

The Census does not include Hispanic as a race, but accounts for this population under ethnicity. As a result, persons of Hispanic origin generally make up portions of more than one racial group. The figures included with this analysis include persons of Hispanic origin with all racial groups for comparison purposes. As a group, the number of persons of Hispanic origin increased from 0.6% in 1990 to 3.3% in 2000. While 2006 data is not available for Maury County, 2006 data for the state shows that the population of persons of Hispanic origin is growing. This trend has likely occurred in Maury County as well.

Table 8 Race and Hispanic Origin for Maury County

Place	Time Period		Population By Race					Persons of Hispanic origin	*Total Population*
			White	African American	American Indian/ Alaska Native	Asian/ Native Alaskan/ Pacific Islander	Two or more races & Other race		
Maury County	1990	Total	45,662	8,597	70	153	7	323	54,812
		% of Total	83.3%	15.7%	0.1%	0.3%	0.0%	0.6%	100.0%
	2000*	Total	56,327	9,821	181	230	675	2,264	69,498
		% of Total	81.0%	14.1%	0.3%	0.3%	1.0%	3.3%	100.0%
	% Change 1990-2000		23.4%	14.2%	158.6%	50.3%	9542.9%	600.9%	26.8%
State of Tennessee	2000	Total	4,563,310	932,809	15,152	15,040	119,145	123,838	5,645,456
		% of Total	80.8%	16.5%	0.3%	0.3%	2.1%	2.2%	100.0%
	2006	Total	4,781,578	1,011,726	16,135	77,492	151,872	187,747	6,038,803
		% of Total	79.2%	16.8%	0.3%	1.3%	2.5%	3.1%	100.0%
	% Change 2000-2006		4.8%	8.5%	6.5%	415.2%	27.5%	51.6%	7.0%

***Note:** Data for 2006 for Maury County is not available because the number of sample cases is too small.

***Source:** U.S. Census Bureau (2000,2006)*

PROJECTED RACE AND HISPANIC DISTRIBUTION

Based on the projection in Table 9, the two groups that will experience the greatest increase between 2010 and 2030 are Asian/Native Alaskan/Pacific Islander and Hispanic. However, this does not provide a complete picture of what the population distribution is projected to be in 2030 as Asian/Native American/Pacific Islander will still be a small portion of the total population. The general trends are that the white population will decrease as a percentage of the population from 80.6% in 2010 to 75.4% in 2030 while the Hispanic population will increase as a percentage of the population from 5.3% in 2010 to 10.5% in 2030. African American, American Indian/Alaskan Native, and Asian/Native Alaskan/Pacific Islander are expected to have little change as percentages of the total population. All race groups are projected to experience positive population growth over the same period.

Table 9 Projected Race and Hispanic Distribution for Maury County

Year		Population by Race				Persons of Hispanic Origin	Total Population
		White	African American	American Indian/Alaska Native	Asian/ Native Alaskan/Pacific Islander		
2010	Total	66,161	10,734	229	612	4,375	82,111
	% of Total	80.6%	13.1%	0.3%	0.7%	5.3%	100.0%
2015	Total	69,072	11,159	238	754	5,571	86,794
	% of Total	79.6%	12.9%	0.3%	0.9%	6.4%	100.0%
2020	Total	71,879	11,601	242	907	6,996	91,625
	% of Total	78.4%	12.7%	0.3%	1.0%	7.6%	100.0%
2025	Total	74,473	12,144	243	1,085	8,710	96,655
	% of Total	77.1%	12.6%	0.3%	1.1%	9.0%	100.0%
2030	Total	76,915	12,830	243	1,295	10,735	102,018
	% of Total	75.4%	12.6%	0.2%	1.3%	10.5%	100.0%
% of Change 2010-2030		16%	20%	6%	112%	145%	24%

Source: *Woods and Poole Economics*

HOUSEHOLD INCOME DISTRIBUTION

Household income distribution changed between 1990 and 2000 with a shift to a larger share of the county's total households to higher income brackets. This fact is highlighted by the drop in households earning under $24,999 and a large percentage increase in households earning over $50,000, as shown in Table 10. The largest percentage increase occurred in the $100,000 to $149,999 bracket at 901%. Anecdotal evidence suggests that this trend has continued during this decade.

Table 10 Household Income Distribution – Maury County

Household Median Income Category	1990		2000		% Change 1990-2000
	Total	% of Total	Total	% f Total	
Total Households	20,606	100.0%	26,511	100.0%	28.7%
Less than $10,000	3,973	19.3%	2,554	9.6%	-35.7%
$10,000 to $14,999	2,132	10.3%	1,574	5.9%	-26.2%
$15,000 to $24,999	3,688	17.9%	3,409	12.9%	-7.6%
$25,000 to $34,999	3,510	17.0%	3,548	13.4%	1.1%
$35,000 to $49,999	3,939	19.1%	4,676	17.6%	18.7%
$50,000 to $74,999	2,549	12.4%	5,611	21.2%	120.1%
$75,000 to $99,999	461	2.2%	2,717	10.2%	489.4%
$100,000 to $149,999	179	0.9%	1,792	6.8%	901.1%
$150,000 or more	175	0.8%	630	2.4%	260.0%

Source : *U.S. Census Bureau (1990, 2000)*

MEDIAN HOUSEHOLD INCOME

As shown in Table 11, median household income increased 18% from $42,657 in 1989 (in 2006 dollars) to $50,689 (2006 dollars) in 1999. When compared to the state and nation, Maury County experienced a higher rate of increase over the same period (9.1% and 4.0% respectively). Conversely, when compared with inflation adjusted incomes between 1999 and 2006, Maury County, the state, and the nation all experienced decreases in income. Comparatively, Maury County experienced the greatest decrease in median household income by 11%.

Table 11 Median Household Income – Maury County

Area	1989	1999	2006	% Change 1989-1999	% Change 2000-2006
Maury County	$42,657	$50,328	$44,769	18.0%	-11.0%
State of Tennessee	$40,331	$43,999	$40,315	9.1%	-8.4%
United States	$48,865	$50,816	$48,451	4.0%	-4.7%

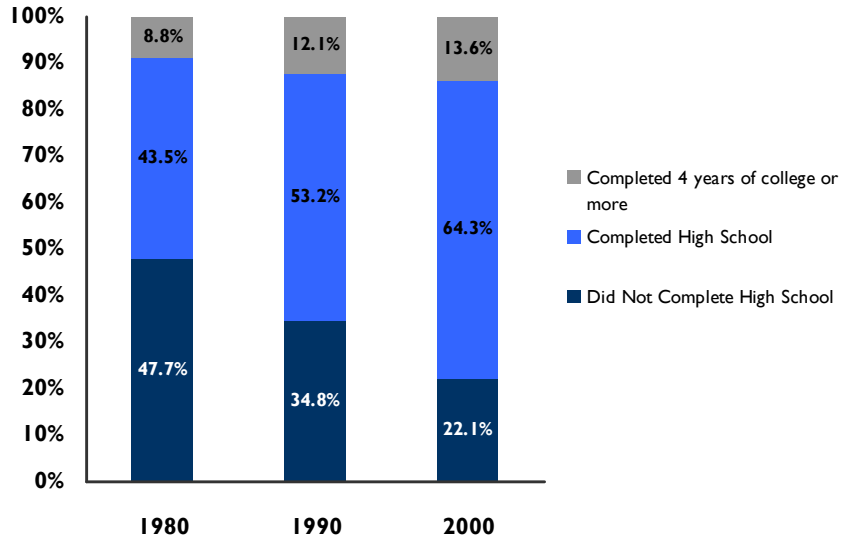
Note: Values for 1989 and 1999 shown above have been adjusted for inflation to year 2006 dollars using the US Bureau of Labor Statistics web-based Inflation Calculator.

Source: *U.S. Census Bureau (1990, 2000, 2006)*

EDUCATIONAL ATTAINMENT

Maury County has experienced a steady shift towards a more educated population. While roughly half of the population did not complete high school in 1980, less than half of the population in 2000 had not completed high school. Likewise, roughly 14% of the population had completed four or more years of college in 2000 compared to 8.8% in 1980. In most cases, increases in education are associated with increased income. Based on related information about the county, educational levels have most likely raised income levels and standards of living in the county.

Figure 2: Educational Attainment*



*Based on Population 25 years of age and older
Source: *US Census (1980, 1990, 2000)*

PER CAPITA INCOME

Per capita income rose significantly in Maury County from $19,415 in 1989 to $23,433 in 1999, when adjusted for inflation to 2006 dollars, as indicated in Table 12. Likewise, this increase represents a 20% increase over that time period. Estimates for the state and the nation reflect similar double digit increases over the same time period. When looking at estimates from the US Census Bureau's American Community Survey in 2006, there was a decrease in per capita income for the county, state, and nation compared to inflation adjusted incomes in 1989 and 1999. Compared to the state and nation, Maury County experienced the greatest decrease in per capita income at 6.3%.

Table 12 Per Capita Income

Area	1989	1999	2006	% Change 1989-1999	% Change 1999-2006
Maury	$19,415	$23,433	$21,952	20.7%	-6.3%
State of Tennessee	$19,924	$23,467	$22,074	17.8%	-5.9%
United States	$23,444	$26,122	$25,267	11.4%	-3.3%

Note: Values for 1989 and 1999 shown above have been adjusted for inflation to year 2006 dollars using US Bureau of Labor Statistics web-based Inflation Calculator

Source: *U.S. Census Bureau (1990, 2000, 2006)*

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Population is projected to continue to increase between 2010 and 2030

WEAKNESSES

- Per capita income has decreased at a greater rate than national and state rates
- Median household income has decreased at a greater rate than national and state rates
- Children and the elderly will increase their share of the population, increasing the need for additional services related to their needs

OPPORTUNITIES

- The projected population increases will generate new opportunities for community and economic development

THREATS

- The projected growth will increase development pressures in rural areas of Maury County

ECONOMIC DEVELOPMENT

Identification of trends and issues related to the economic characteristics of Maury County and the municipalities of Columbia, Mt. Pleasant, and Spring Hill

The data collected in this section represents the baseline information necessary to assess current conditions. Economic elements such as employment by industry, occupations, and employment status are identified to help identify potential issues and opportunities for Maury County.

ECONOMIC BASE

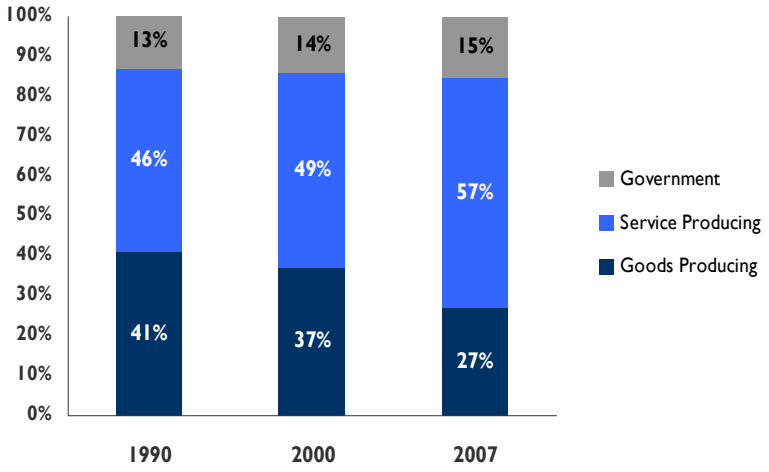
The economic base section defines employment and labor force as follows:

- **Employment** represents the jobs located in Maury County with no concern for where the employees live.
- **Labor Force** represents the eligible working population of Maury County with no concern for the location of the job.

EMPLOYMENT BY INDUSTRY

As a general trend, Maury County has shifted from an economy split between goods producing and service producing to an economy that is based more heavily in service production (See Figure 3). This trend is highlighted by the fact that roughly 40% of the economy was goods producing in 1990 and in 2007 only 27% of the economy

Figure 3: Employment by Industry



Source: US Census Bureau

was based on goods producing industries. When looking at the government portion of the employment base, government has remained flat with an increase of just 2% in the portion of total employment between 1990 and 2007.

Table 13 Employment by Industry

Sector	1990		2000		2007	
	Total	% of Total	Total	% of Total	Total	% of Total
Goods Producing	13,620	41%	16,466	37%	12,601	27%
Farm Employment	2,112	6%	2,106	5%	1,936	4%
Agricultural Services	191	1%	324	1%	355	1%
Mining	159	0%	64	0%	46	0%
Construction	2,613	8%	2,390	5%	2,099	5%
Manufacturing	8,545	26%	11,582	26%	8,165	18%
Service Producing	15,075	46%	21,920	49%	26,314	57%
Transportation, Communication, and Public Utilities	1,157	3%	1,574	4%	1,850	4%
Wholesale Trade	1,204	4%	1,270	3%	1,179	3%
Retail Trade	5,032	15%	6,171	14%	7,261	16%
Finance, Insurance, and Real Estate	1,964	6%	2,449	5%	2,802	6%
Services, Other	5,718	17%	10,456	23%	13,222	29%
Total Private Sector	28,695	87%	38,386	86%	38,915	85%
Total Government	4,421	13%	6,300	14%	6,946	15%
Federal Civilian	224	1%	227	1%	194	0%
Federal Military	331	1%	278	1%	255	1%
State and Local	3,866	12%	5,795	13%	6,497	14%
All Industries	33,116	100%	44,686	100%	45,861	100%

Source: US Census (1990, 2000, 2007)

LABOR FORCE

EMPLOYMENT STATUS

Maury County residents have experienced steady employment from 2003 to 2005 with roughly a 6% unemployment rate. These figures also indicate a stable job base in and around Maury County.

Table 14 Historical Employment Status*

Status	2003	2004	2005
Employed	34,370	34,020	33,510
Unemployed	2,250	1,980	2,130
Total Civilian Labor Force	36,620	36,000	35,640
Unemployment Rate	6.2%	5.5%	6.0%

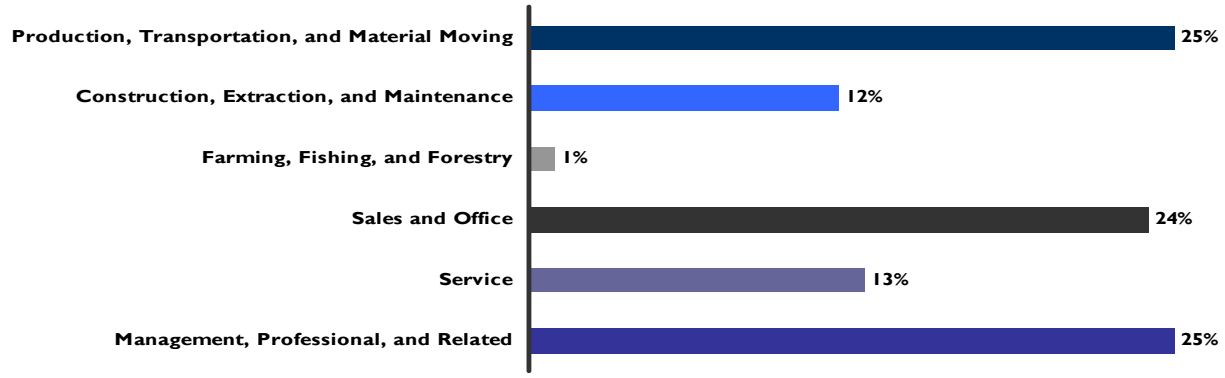
*Numbers are based on reported employment and unemployment status

Source: US Bureau of Labor

OCCUPATIONS

Maury County has an even distribution of occupations with roughly 75% of the occupations composed of Production, Transportation, and Material Moving, Sales and Office, and Management, Professional, and Related occupations. Construction, Extraction, and Maintenance and Service occupations make up most of the remaining 25% of all occupations in Maury County. Farming, Fishing, and Forestry includes the remaining 1% of occupations in the County and indicates that even though Maury County has retained its rural character, those types of occupations are no longer a major component of the county's livelihood.

Figure 4: Maury County Occupation Distribution



Source: US Census Bureau (2000)

Compared with the State and the Nation, Maury County has a similar occupational distribution. Maury County has a slightly lower percentage of management, professional, and related occupations when compared to the state and the nation. Likewise, the County has a greater percentage of Production, Transportation, and Material Moving and Construction, Extraction, and Maintenance. Both of these facts indicate a labor force that is slightly more production based than service based.

Table 15 Occupation Comparison: County, State, and Nation

Occupation	Maury County	% of Total	State of Tennessee	% of Total	United States	% of Total
Management, Professional, and Related	8,463	25%	781,153	29%	43,646,731	34%
Service	4,587	13%	362,941	14%	19,276,947	15%
Sales and Office	8,237	24%	692,499	26%	34,621,390	27%
Farming, Fishing, and Forestry	226	1%	14,645	1%	951,810	1%
Construction, Extraction, and Maintenance	4,081	12%	272,164	10%	12,256,138	9%
Production, Transportation, and Material Moving	8,570	25%	528,236	20%	18,968,496	15%
Total	**34,164**	**100%**	**2,651,638**	**100%**	**129,721,512**	**100%**

Source: US Census Bureau (2000)

PREVIOUS PLANS AND STUDIES

MAURY ALLIANCE: AN ECONOMIC ASSESSMENT 2008

The Maury Alliance conducted an economic assessment in 2008 to identify historical economic patterns as well as develop economic forecasts for the county. Of the findings, the Alliance identified the need to diversify the economy to be less dependent on the Saturn/GM plant. While the Saturn/GM plant does provide the majority of employment and payroll for the county, the changes in employment through the company are influenced by factors outside of the county's influence. This situation is highlighted by the fact that in 2006, approximately 15-20 percent of the county's private sector employment was generated by the plant as well as roughly 30-40 percent of the total private sector payroll for the county. With such a large percentage of the economy dependent on one employer, Maury County's economic strategy is based around economic development that county public officials, owners, and residents can directly address and influence. Below is a summary of the major findings.

Demographics

- Maury County experiencing rapid population and housing growth, especially since 2002
- Population growth has not generated rapid growth in public school enrollment

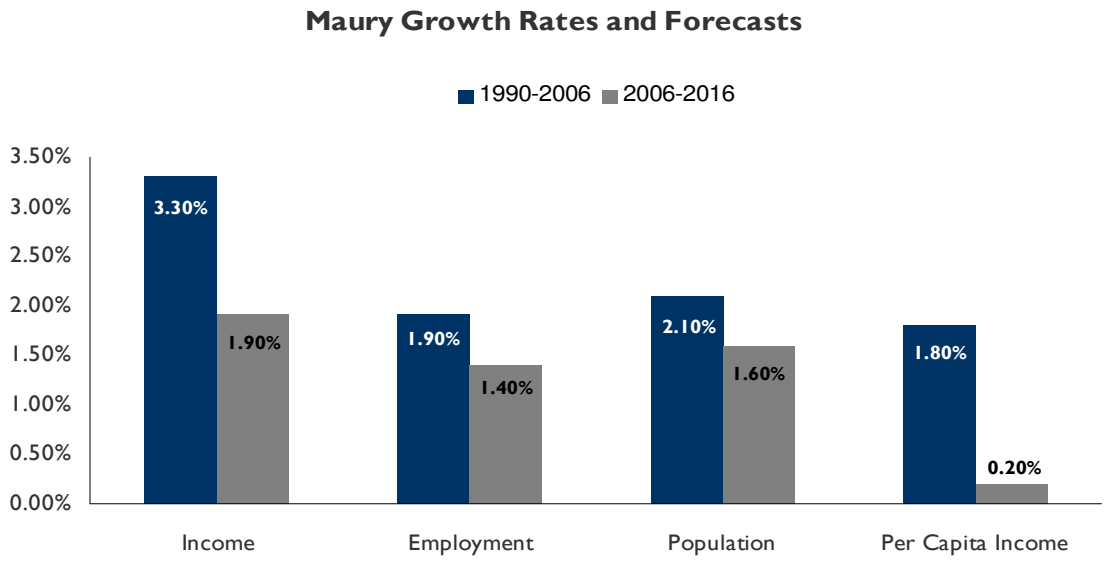
Jobs and Income

- Employment and payroll are dominated by the Saturn/GM plant
- A large number of workers commute to and from Maury County every day. With higher gas prices and a disposition to live closer to where one works, capturing these workers is an important opportunity for the county
- The forecast shows little long-run improvement in real per capita income given the current economic structure and level of educational attainment for the county

Education

- Relatively low educational attainment levels and absence of technology center limit the ability of county to attract and retain better paying jobs
- County has fewer adults with a college education compared with the Nashville MSA
- County has a lower high school graduation rate compared with competing counties

In addition to the historical findings, the Maury Alliance also produced a set of forecasts based on the historical findings as well as potential future trends. Given these considerations, Maury County's growth rates for income, employment, population, and per capita income are all expected to have continued growth from 2006 to 2016, albeit at a slower pace than what the county experience between 1990 and 2006. Of the forecasts, per capita income is forecasted to have lowest percentage of increase at just 0.2%. This finding highlights the limits to the type of jobs Maury can attract and retain. With lower educational attainment and the lack of a technology center or other higher education services, Maury County's ability to attract higher paying jobs is limited over the forecasted time period. Only a concerted effort to raise educational attainment and the provision of additional workforce training and education can raise the job earning potential of the county as a whole.



Source: Maury Alliance – Economic Assessment 2008

MAURY ALLIANCE: STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT

The Maury Alliance developed an economic development plan in 2005 to create a strategy and roadmap for the county's various economic elements. With the plan, the Alliance sought to achieve several goals that included:

- Attracting new business and industry from outside the County, which create good-paying jobs and generate tax revenues
- Promoting conditions and providing assistance to sustain existing business and industry already in the County
- Promoting and facilitating establishment of home-grown firms
- Promoting and facilitating community betterment programs and activities designed to position Maury County and the cities of Columbia, Mt. Pleasant, and Spring Hill to be competitive for business and industrial development

Within the plan, several strategies were developed to help Maury County achieve its stated objectives above. These strategies included the following:

- **Economic Profile and Assessment** – The assessment included analysis of historical economic and demographic trends as well as interviews with local businesses and leaders. From the surveys, key strengths and weaknesses were identified to help guide the development of the implementation program.
- **Target Business and Industry Strategy –** From the assessment several industries were recommended for Maury County to pursue. These industries include automotive, fabricated metals and machinery, plastics and related products, specialty industry products, technology-based industries, distribution and logistics, and information and administrative services
- **Site Location and Development Strategy –** Among the various recommendations for this strategy, identification of potential office park and business park sites, modification of existing land use regulations in certain areas of the county to help encourage, the identification of special planning and development areas such as downtown Columbia, and identification of key infrastructure improvements are all major elements of this strategy.

- **Workforce and Small Business Development Strategy –** Coordination with Columbia State Community College in identifying business skills for Maury County's various industries, growing small businesses through economic development programs, creation of an innovative manufacturing center, and emphasis on raising the quality of public education in Maury County are all identified as areas of improvement or areas to focus resource on as a way to develop a productive and competitive workforce for Maury County.
- **Management and Marketing Strategy –** The report identifies several elements for this strategy. Increased intergovernmental and industry coordination, incentive programs, and image marketing and branding are all identified as major elements of this strategy.
- **Implementation Action Plan –** The implementation schedule breaks down action steps into short, intermediate, and long-term plans to identify measurable action steps in achieving the defined goals of the plan.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- The Maury Alliance has developed a strategic action plan to guide economic development in Maury County
- Maury County has shifted its employment base from goods producing to service producing to meet the needs of a changing economy

WEAKNESSES

- Income levels are projected to grow at slower rates through 2016
- Educational attainment is lower than the Nashville MSA

OPPORTUNITIES

- Rapid population growth creates opportunities to create new jobs
- With population growth, Maury County has the opportunity to continue to diversify its economy to ensure greater economic stability

THREATS

- Large portion of workforce commutes in and out of Maury County
- Without adult and higher education opportunities, Maury County's ability to remain economically competitive is reduced
- Without a strong agricultural sector of the economy, the ability to preserve agricultural activity, land uses, and the rural character is diminished

HOUSING

Evaluation of adequacy and suitability of the existing housing stock to serve current and future community needs

The housing section identifies not only the type of housing available but also the size and condition of the housing stock. Housing is an important part of any community and assessing the current housing stock is critical to identifying potential future community needs.

TYPE OF HOUSING AND MIX

Maury County's housing units increased 28.7% between 1990 and 2000 compared to an 18.8% increase from 2000-2006. When looking at the breakdown of the housing units, there are several interesting facts that show the changes in the housing distribution. Between the period 2000-2006, the greatest increases were for 1 unit attached, 5 to 9 units, and 2 to 4 units respectively. Likewise, when looking at their share of the total housing stock for the county in 2006, their percent share increased over that of 2000. The increases in these housing types highlight the demand for greater housing diversity.

Table 16 Type of Housing – Maury County

Category	1990		2000		2006		% Change 1990-2000	% Change 2000-2006
Total Housing Units	22,286	100.0%	28,674	100.0%	34,060	100.0%	28.7%	18.8%
1 unit (detached)	16,050	72.0%	20,735	72.3%	24,175	71.0%	29.2%	16.6%
1 unit (attached)	325	1.5%	417	1.5%	1,278	3.8%	28.3%	206.5%
2 to 4 units	1,778	8.0%	2,040	7.1%	2,777	8.2%	14.7%	36.1%
5 to 9 units	784	3.5%	967	3.4%	1,520	4.5%	23.3%	57.2%
10 or more units	777	3.5%	935	3.3%	845	2.5%	20.3%	-9.6%
Mobile Home or Trailer or other	2,572	11.5%	3,580	12.5%	3,465	10.2%	39.2%	-3.2%

Source: *U.S. Census Bureau (1990, 2000, 2006)*

HOUSING PERMIT TRENDS

For the year 1999 through the end of 2006, Maury County issued permits for an additional 2,307 housing units, as shown in Table 17. It is important to note that the issuance of a building permit does not always translate into construction of new housing units, since plans for construction often change. Additionally, these figures do not capture the housing permits issued by each of the municipalities. This fact can partially explain the lack of permits for housing other than single family housing types. The number of permits issued in this time period ranged from a high in 1999 of 336 to a low of 251 in 2000. As previously mentioned, the majority of the permits were for single

family. The average value per unit for issued building permits for single family increased from $83,119 in 1999 to $103,164 in 2006.

Table 17 Housing Permit Trends – Maury County

Housing Unit Type	1999	2000	2001	2002	2003	2004	2005	2006	Total '99-'06
Single Family	336	251	264	268	270	303	296	319	2,307
Two Family	0	0	0	4	0	2	0	12	18
Three and Four Family	0	0	0	0	0	0	0	0	0
Five or More Family	16	0	0	0	0	0	0	0	16
Total	352	251	264	272	270	305	296	331	2,341
Ave. Unit Value - Single Family	$83,119	$80,235	$79,917	$84,841	$93,570	$95,239	$100,856	$103,164	N/A
Ave. Unit Value/Non-Single Family	$0	$0	$54,929	$43,000	$55,561	$50,799	$71,366	$54,133	N/A

Note: Values shown for years 1999 through 2006 are not adjusted for inflation

Source: *U.S. Census Bureau, Construction Statistics Division*

HOUSING UNIT TRENDS

According to the 2006 American Community Survey estimates, shown in Table 18, Maury County increased its number of housing units 18.8% from 28,674 units in 2000 to 34,060 units in 2006. When compared to neighboring Williamson County and the state, Williamson experienced a greater increase while Maury exceeded the growth rate of the state as a whole. While data for most of the adjacent counties was not available from the 2006 American Community Survey, it is still worth looking at gross housing stock in 2000 to have a relative comparison. Maury County has close to double the amount of housing units in 2000 compared to its neighbors, with the exception being Williamson with close to 40% more housing units than Maury.

Table 18 Housing Unit Trends – Surrounding Area

Area	2000	2006	% Change 2000-2006	Ave. Annual Growth 2000-2006
Maury County	28,674	34,060	18.8%	2.9%
Giles County	13,113	N/A	N/A	N/A
Hickman County	8,904	N/A	N/A	N/A
Lawrence County	16,821	N?A	N?A	N?A
Lewis County	4,821	N?A	N?A	N?A
Marshal County	11,181	N?A	N?A	N?A
Williamson County	47,005	59,283	26.1%	3.9%
State of Tennessee	2,439,443	2,681,150	9.9%	1.6%

Source: *U.S. Census Bureau (2000, 2006)*

HOUSING AGE

As shown in Table 19, 28.9% of the housing units recorded in 2000 were built after 1990 with 55.3% of the housing units built before 1980. Compared with the cities in Maury County, Spring Hill has the newest housing stock with roughly 80% of the housing stock built between 1990 and 2000. The oldest percentage of housing stock is in Mt. Pleasant with 73.9% of the housing stock build before 1980. When comparing Maury County to the Nashville MSA and the state, all three have similar distributions of housing age with roughly 50% built prior to 1980 with the remaining being built after 1980.

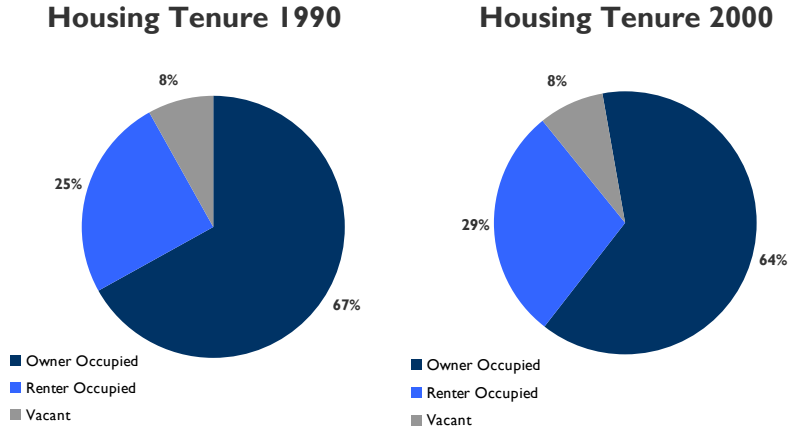
Table 19 Housing Age – Maury County

Category	Maury County	Columbia	Mt. Pleasant	Spring Hill	Nashville MSA	State of Tennessee
Total Housing Units 2000	28,674	14,365	1,975	2,871	509,293	2,439,443
Built 1990-2000	8,290	2,788	225	2,275	131,356	572,831
Built 1990-2000 (% of total units in 2000)	28.9%	19.4%	11.4%	79.2%	25.8%	23.5%
Built 1980-1989	4,539	2,082	290	164	102,144	421,225
Built 1980-1990 (% of total units in 2000)	15.8%	14.5%	14.7%	5.7%	20.1%	17.3%
Built before 1980	15,845	9,495	1,460	432	275,793	1,445,387
Built before 1980 (% of total units in 2000)	55.3%	66.1%	73.9%	15.0%	54.2%	59.3%
Built 1970 – 1979	4,160	2,070	388	211	97,400	477,097
% Built 1970 - 1979	14.5%	14.4%	19.6%	7.3%	19.1%	19.6%
Built 1960 - 1969	3,530	2,489	225	29	70,151	347,760
% Built 1960-1969	12.3%	17.3%	11.4%	1.0%	13.8%	14.3%
Built 1940 - 1959	5,094	3,590	486	67	74,853	428,704
% Built 1940 - 1959	17.8%	25.0%	24.6%	2.3%	14.7%	17.6%
Built 1939 or earlier	3,061	1,346	361	125	33,389	191,826
% Built 1939 or earlier	10.7%	9.4%	18.3%	4.4%	6.6%	7.9%

Source: *U.S. Census Bureau (2000)*

HOUSING TENURE

In Maury County, a majority of the housing units are owner occupied at 67% and 64% respectively for 1990 and 2000. Likewise, the percentages of renter occupied units stayed relatively the same at 25% and 29% respectively for 1990 and 2000. The percent of vacant units of all housing units stayed constant at 8% for 1990 and 2000.



Source: US Census Bureau

When looking at the total number of housing units and the percent change between 1990 and 2000, Maury County experience a 29% increase. The number of owner occupied housing units had the greatest increase between 1990 and 2000 at 35% while renter occupied had the lowest increase at 13%. Of note is the fact that vacant housing units increased by a greater percentage than renter occupied over the same period. This may be due to housing age, housing conditions, or changes in the housing market. Regardless of the causes, vacant properties should be monitored as they can become a negative issue rather than a positive resource for the community.

Table 20 Housing Tenure

Category	1990	2000	% of Change 1990-2000
Total Housing Units	22,286	28,674	29%
Owner Occupied	14,225	19,241	35%
Renter Occupied	6,383	7,203	13%
Vacant	1,678	2,230	33%

Source: US Census Bureau (1990, 2000)

HOUSING COSTS

To identify the cost burden of housing in Maury County, median property value and median rents were compared between Maury County and the state. With property value, Maury County has consistently had a higher property value than the state as a whole. Likewise, with the median rent, Maury County has consistently had a higher cost than the state. Both of these facts can represent either a strength or a weakness. As a strength, higher rent and property value can represent a higher standard of living. As a weakness, higher rent and property values could represent issues with affordability for some segments of the population. Based on anecdotal evidence, the higher prices are a positive as the supply of housing is affordable when compared to areas north of Maury County.

Table 21 Median Property Value

Area	1990	2000	2006	% Change 1990-2000	% Change 1990-2006
Maury County	$93,257	$113,327	$130,300	22%	40%
State of Tennessee	$89,463	$108,878	$123,100	22%	38%

Source: US Census Bureau

Table 22 Median Rental

Area	1990	2000	2007	% Change 1990-2000	% Change 2000-2007
Maury County	$564	$601	$622	7%	10%
State of Tennessee	$550	$591	$613	7%	11%

Source: US Census Bureau

JOBS-HOUSING BALANCE

The jobs-to-housing ratio compares the number of jobs to the number of people living in an area. The ratio is a useful analysis tool because housing location decisions, in relation to workplace, affect commute times, costs, and congestion. An ideal community would provide housing for the labor force near employment centers that give the workers transportation choices (e.g. walking, biking, driving, public transit, etc.) Bedroom community suburbs often develop without such balance and require the labor force to commute to work in private automobiles along major arterials resulting in congestion and other quality of life challenges.

Governments can use two jobs-to-housing balance ratios to monitor their community's ability to achieve a balance of jobs and housing: employment (number of jobs)/housing units ratio and employment (number of jobs)/labor force ratio. Planning rules of thumb have identified an employment (jobs)-to-housing ratio of between 1.3 to 1.7 as an ideal range with 1.5 at the standard target. The range and middle standard for this ratio is based on the assumption of 1.5 workers per housing unit. The other ratio, employment (jobs)-to-labor force, is defined as ranging from 0.8 to 1.25 with the standard target of 1.0. The range and standard target for this ratio is based on the assumption that an ideal community will have a one to one relationship between the number of jobs and those eligible for employment.

Based on the ratio standards outlined above, Maury County has been within the ideal range for employment-to-housing units for 1990 to 2000 but dropped below the ideal range in 2005. The low figure may indicate that there are more single worker households or that the number of housing units available outpaced job growth. Regardless, Maury County has historically maintained a healthy jobs-housing balance. With the employment-to-labor force ratio, Maury County has been at the high range identified as ideal. However between 2000 and 2005 the ratio did drop to 1.11. This was due to the fact that the number of residents employed or looking for work (the labor force) increased while the number of jobs (employment) within the county decreased. While Maury County still has a healthy ratio, the community should monitor the jobs and workforce balance to ensure that there are sufficient job opportunities for its residents.

Table 23 Jobs-Housing Balance

Category	1990	2000	2005
Population	54,812	69,498	78,309
Housing Units	22,286	28,674	34,060
Labor Force*	27,298	35,669	39,537
Employment*	33,116	44,686	43,845
Employment/Population Ratio	0.60	0.64	0.56
Employment/Housing Unit Ratio	1.49	1.56	1.29
Employment/Labor Force Ratio	1.21	1.25	1.11

*Labor Force and Employment numbers based on estimates generated by the US Census Bureau

Source: US Census Bureau

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Maury County has experience an increase in the number of housing units from 1990 to 2006
- Vacancy Rates have decrease between 1990 and 2000
- Renter occupied housing units increased as a percent of the overall housing stock, indicating an increase in the number of housing options
- Housing values have steadily increased from 1990 to 2006

WEAKNESSES

- Maury County and especially Columbia and Mt. Pleasant have an aging housing stock
- The number of job opportunities related to the number of new residents has stayed flat between 2000 and 2006, indicating a need to generate and retain new job opportunities in Maury County

OPPORTUNITIES

- Continued population growth can help support economic development activities
- Maury County has experience a faster average annual increase in the number of housing units than the state
- Aging housing stock within cities creates infill and redevelopment opportunities

THREATS

- Rapid housing development has put a strain on municipal service delivery and investment infrastructure maintenance and expansion

NATURAL AND CULTURAL RESOURCES

Evaluation of how new development is likely to impact Natural and Cultural Resources along with an identification of needed regulations and policies

LOCATION

Maury County is located in central Tennessee and approximately 45 miles south of Nashville. Consisting of approximately 614 square miles, the county is roughly rectangular with an average width of 26 miles east-west and 22 miles north-south. The majority of the county can be categorized as rolling with greater undulations associated with the Highland Rim along the western boarder of the county.

Water sources vary within the county. While there are many spring associations with the Highland Rim Valleys, most of the county has variable water supply. The main river, Duck River, runs year round, yet most of the associated creeks and streams usually stop flowing in dry seasons.

PHYSIOGRAPHIC REGION

Maury County is located in four physiographic divisions that include the Highland Rim, the outer Central Basin, the inner Central Basin, and the terraces and bottom lands of the Duck River Valley. The Highland Rim is characterized by an abrupt rise of roughly 300 feet above the Central Basin. Primarily located along the western edge of the county, the rim runs roughly north-south in relation to the county. The central and eastern parts of the county are largely located within the outer and inner Central Basin. The main difference between the two portions of the Central Basin is the rock formations, with the outer basin composed roughly of pure limestone and the inner basin composed of massive and argillaceous (containing clay minerals) limestones that occur in alternate layers. Bottomlands and terraces occur along the Duck River and the associated tributaries and creeks throughout the county. The main features of the bottomlands and terraces are meandering water flows and streams as well as undulating terrain.

DESIGNATED NATURAL AREAS

The State of Tennessee established the Natural Areas Program in 1971 with the intent of preserving Tennessee's natural resources. Additionally, natural areas are preserved to represent some of Tennessee's best examples of intact ecosystems and to serve as reference areas for how natural ecological processes function. Of the 79 designated State Natural Areas, Maury County has two: Duck River Complex and Still House Hollow Falls.

The **Duck River Complex**, consisting of 2,135 acres, is part of the larger 12,800 acre Yanahli Wildlife Management Area (WMA). Managed by the Tennessee Wildlife Resource Agency, the natural area is used to

support federal and state listed species. Many of the species are associated with cedar glades, significant native plant communities, or natural features such as subterranean karst caves, sinkholes, barrens, forests, and streams.

The **Stillhouse Hollow Falls** natural area is a 90 acre site located approximately 21 miles southwest of Columbia. The natural area is on the Western Highland Rim and within the Duck River watershed. The geology of this region creates scenic natural features such as seeps, flat shale bottom streams, and waterfalls. The most significant feature of the area is the Stillhouse Hollow Falls. Approximately 75 feet tall, the falls form a deep, hollow pool surrounded by steep slopes and covered by lush flora and fauna.

WILDLIFE

The Tennessee Department of Environment and Conservation Natural Areas Division maintains an inventory of plants and animals that are rare enough to warrant state and federal protection. The species identified are vulnerable to the impacts of rapid land use changes and population growth and should be protected by Maury County to the extent possible.

PLANTS

The following plants in Maury County are located on the Tennessee State list for endangered, threatened or in need of special concern:

Pope's Sand-parsley	Leafy Prairie-clover	Duck River Bladderpod	Ozark Downy Phlox
Limestone Blue Star	Eggert's Sunflower	Short's Bladderpod	Yellow Sunnybell
Price's Potato-bean	Goldenseal	Michigan Lily	Water Stitchwort
Tower-mustard	Butternut	Pale Umbrella-wort	Limestone Fame-flower
Tennessee Milk-vetch	Small-headed Rush	Hair Grass	Sand Grape
American Chestnut	Glade-cress	American Ginseng	
Velvety Cerastium	Pasture Glade-cress	Large-leaved Grass-of-parnassus	

ANIMALS

The following animals in Maury County are located on the Tennessee State list for endangered, threatened or in need of special concern:

Invertebrates

A Cave Obligate Beetle	Tennessee Clubtail Dragonfly	Rustic Rocksnail	Benderman's Cave Beetle
Birdwing Pearlymussel	Cracking Pearlymussel	Round Hickorynut	Rabbitsfoot
Cumberlandian Combshell	Slabside Pearlymussel	Orange-foot Pimpleback	Cumberland Monkeyface
Oyster Mussel	Helmet Rocksnail	Tennessee Clubshell	Pale Lilliput
Tan Riffleshell	Geniculate River Snail	Pyramid Pigtoe	Purple Lilliput
Snuffbox			

Vertebrates

Hellbender	Striated Darter	Gray Bat	Slenderhead Darter
Coppercheek Darter	Tennessee Cave Salamander	Indiana Bat	Western Pigmy Rattlesnake
Golden Darter	Flame Chub	Eastern Woodrat	Southern Cavefish
Redband Darter	Least Bittern	Saddled Madtom	Common Barn-Owl

WATER

Located completely within the Tennessee River watershed, the Duck River and its associated tributaries drain the entire county. The Duck River enters the county from the east and flows westward through the middle of the county, eventually reaching the Tennessee River. While the Duck River runs year round, most of the tributaries are seasonal and dry up during the dry seasons. In addition to the river and streams, Maury County also has areas of natural springs associated with the Highland Rim and outer Central Basin. The *Maury County Environmental Constraints Map* at the end of this Appendix A shows major water bodies in Maury County.

In addition to rivers, streams and lakes, Maury County possesses nearly 8,446 acres of wetlands which roughly comprise 2.1% of the total area of the county. While most of the wetland area is located around the Duck River and its tributaries, smaller wetlands are scattered throughout the county (See *Maury County Environmental Constraints Map*).

FLOODPLAINS

Identification of floodplain areas within the county and participating municipalities is based on the most recent Digital Flood Insurance Rate Maps (DFIRM) produced by the Federal Emergency Management Agency (FEMA). The *Maury County Environmental Constraints Map* illustrates the locations of all of the major water bodies of Maury County and delineates the 1.0% annual chance of flood and 0.2% annual chance of flood boundaries. These are areas that have a 1.0% chance or 0.2% chance of equaling or exceeding the recorded base flood elevation during any year. Overall, approximately 6% of Maury County is comprised of 1.0% annual chance floodplain while the 0.2% annual chance floodplain encompasses less than 1.0% of the county's total area.

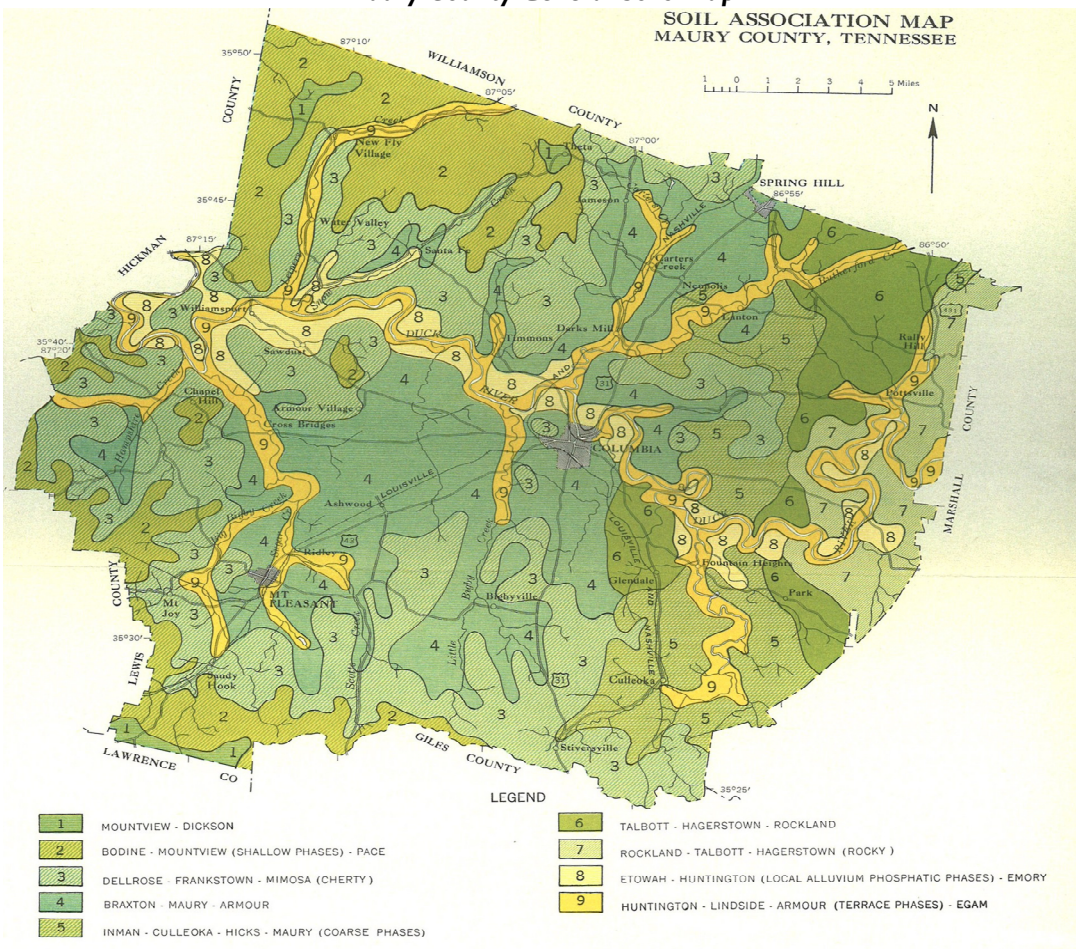
The National Climate Data Center lists 27 flooding events for Maury County since 1950, but there have been many smaller events. The last flood event occurred at the beginning of 2008. The floods are classified as both floods and flash floods. As the county continues to develop, steps should be taken to mitigate stormwater impacts. Increases in development can increase flooding and flash flooding impacts above the natural levels and impervious surfaces increase run-off rates and the ability of the natural land to absorb excess stormwater.

SOILS

The General Soils Map provided on the following page shows broad areas of the county that have a distinctive pattern of soils, relief, and drainage. Each map unit on the general soil map is a unique natural landscape consisting of one or more major soils and some minor soils. The soils making up one unit can occur in another but in a different pattern. The units are named for the major soils. The general soil map can be used to compare the suitability of large areas for general land uses based on the soil type. Soils in Maury County are classified into nine general soil map associations (see Table 24 for a description of each):

- Mountview-Dickson
- Bodine-Mountview-Pace
- Dellrose-Frankstown-Mimosa
- Braxton-Maury-Armour
- Inman-Culleoka-Hicks-Maury
- Talbott-Hagerstown-Rockland
- Rockland-Talbott-Hagerstown
- Etowah-Huntington-Emory
- Huntington-Lindside-Armour-Egam

Maury County General Soils Map



Source: *USDA Soil Survey: Maury County, TN 1959*

Table 24 – Maury County General Soil Description

Soil Category	Description
Mountview-Dickson	The soils of this association are generally located along the ridge-tops of the Highland Rim Plateau. With most of the soil association moderate to low in fertility, most of the area associated with this soil type has been cleared and used for farming.
Bodine-Mountview-Pace	Located along Highland Rim and associated with steep walled valleys, this soil association is mainly forested and unfarmed. Additionally, this soil type is generally thinner in terms of depth when compared to other soils of the region. Areas with this soil type should have limited and monitored development to ensure that the more aggressive slopes and thin topsoil layer are not negatively impacted.
Dellrose-Frankstown-Mimosa	This soil association is associated with many of the rolling hills of the Central Basin and is located in the western and southern portions of County. Because of the soil composition, cultivation is limited and most of the area is associated with tree stands and forests.
Braxton-Maury-Armour	This soil association is located generally in the middle and northern portions of the County and is associated with the rolling hills of the County. Associated with the fertile soil is a high phosphorous content that is good for farming. In addition to the high phosphorus content, this soil type is also associated with areas in the County used for phosphorus mining,. Some of these areas can be found near Mt. Pleasant and Columbia.
Inman-Culleoka-Hicks-Maury	Located in the eastern and central portions of the County, this soil association is moderately fertile and again associated with the rolling hills of the County. While this soil association is moderately productive for farming, it is prone to easy erosion.
Talbott-Hagerstown-Rockland	This soil association is generally located in the eastern portions of the County and occupies gently slopping to rolling terrain. Because this soil association is prone to erosion, careful management of the land is required. While trees associated with this soil type help mitigate some of the erosion problems, development and farming practices will need to take additional mitigation steps to ensure that soil impacts are reduced.
Rockland-Talbott-Hagerstown	Extending along the eastern edge of the County, this soil association is shallow with some areas experiencing outcropping of bedrock. Because of the clay material in the soil and the bedrock location, the areas associated with this soil type are well drained.
Etowah-Huntington-Emory	This soil association is the major type located along the Duck River and the major creeks and streams throughout the County. The main characteristics of this soil type include good fertility, association with moderate slopes, and good drainage.
Huntington-Lindside-Armour-Egam	This soil association is the most fertile in the county. However, because of periodic flooding, it is also the most limited in terms of development and farming use. This soil type occupies low stream terraces and bottom lands along the Duck River and its associated tributaries.

Source: USDA Soil Survey - Maury County 1959

HISTORIC RESOURCES

NATIONAL REGISTER LISTINGS

The National Register of Historic Places (National Register) is a list maintained by the federal government as testimony to the significant contribution that districts, sites, buildings, structures, and objects have had to our country's history and heritage. It is a national honor and places no obligations or restrictions on private owners. Properties listed do, however, become eligible for certain rehabilitation tax incentive programs.

In addition to the sites and districts listed in Tables 26-30, there are structures, sites and/or districts in the county that have become eligible for the National Register (over 50 years old). As an example, the 2000 US Census lists 8,155 residential units in Maury County that are 50 years of age or older.

Table 25 – Residential Units in Maury County Built Prior to 1959

Category	Maury County	Columbia	Mt. Pleasant	Spring Hill
Total Housing Units 2000	28,674	14,365	1,975	2,871
Built 1940 - 1959	5,094	3,590	486	67
Built 1939 or earlier	3,061	1,346	361	125

Source: US Census Bureau (2000)

NATIONAL REGISTER SITES

Maury County has 55 sites registered on the National Register of Historic Places. Over half of the sites are located in Columbia, and the remaining site are distributed throughout Spring Hill, Mt. Pleasant, and other areas of unincorporated Maury County. Tables 26-30 provide a comprehensive list of properties in Maury County that are listed on the National Register.

Table 26 National Register Sites – Columbia

Resource Name	Address	Jurisdiction	Year Added
The Athenaeum	808 Athenaeum Street	Columbia	1973
Beechlawn Advance and Retreat	South of Columbia on US 31	Columbia	1971
Blythewood	Trotwood and Hatcher Lane	Columbia	1973
Church House	312 West 7th Street	Columbia	1978
Clifton Place	SW of Columbia on Mt. Pleasant Hwy	Columbia	1970
Columbia Arsenal	W 7th St	Columbia	1977
Columbia Central High School	W 8th St	Columbia	1980
Columbia Hydroelectric Station	Riverside Park, Riverside Dr, and Duck River	Columbia	1990
Elm Springs	Mooresville Pike	Columbia	1986
Fairmont	Mooresville Pike	Columbia	1983
First United Methodist Church of Columbia	222 W 7th St	Columbia	1984
Grace Episcopal Church	US 31	Columbia	1976
Hamilton Place	Mt. Pleasant Pike, W of Columbia off US 43	Columbia	1973

Resource Name	Address	Jurisdiction	Year Added
James Kennedy House	Rogers Ford Rd	Columbia	1987
Patrick Maguire House	105 N. Campbell Blvd	Columbia	1983
Dr. Samual Mayes House	Junction of Zion Ln and Canaan Rd	Columbia	1993
Mayes-Hutton House	306 W 6th St	Columbia	1970
Mercer Hall	902 Mercer Ct	Columbia	1982
Pillow Place	Campbellville Pike	Columbia	1983
Pillow-Bethel House	SW of Columbia off US 43	Columbia	1976
Pleasant Mount Cumberland Presbyterian Church	SE of Columbia off TN 50	Columbia	1977
Polk Sister's House	305 W 7th St	Columbia	1975
James K Polk House	W 7th and S High Street	Columbia	1966
Rally Hill	319 W 8th St	Columbia	1984
Rattle and Snap	Andrew Jackson Hwy	Columbia	1971
Skipwith Hall	W of Columbia on TN 50	Columbia	1977
St. Johns Episcopal Church	W of Columbia on US 43	Columbia	1970
St. Peters Episcopal Church	311 W 7th St	Columbia	1979
State Bank of Tennessee	201 W 7t St	Columbia	1978
Union Station	Depot St	Columbia	1986
Zion Presbyterian Church	W of Columbia on TN 99	Columbia	1972

Source: National Parks Service

Table 27 National Register Sites – Mt. Pleasant

Resource Name	Address	Jurisdiction	Year Added
Breckenridge Hatter's Shop	North Main Street	Mt. Pleasant	1984
Walnut Grove	510 N Main St	Mt. Pleasant	1984
William Watkins House	Canaan Rd	Mt. Pleasant	1986

Source: National Parks Service

Table 28 National Register Sites – Spring Hill

Resource Name	Address	Jurisdiction	Year Added
Cleburne Jersey Farm	2319 Sugar Ridge Road	Spring Hill	2000
Derryberry House	New Lasea Rd east of junction with I-65	Spring Hill	1990
Ewell Farm	Depot Lane	Spring Hill	1976
John Gordon House	NW of Williamsport off SR 50	Spring Hill	1974
Rippavilla	US 31 approx 1.5 miles S of junction with Kedron Rd	Spring Hill	1996
Ritter-Morton House	McLemore Ave	Spring Hill	1976
Spring Hill Presbyterian Church	S Main St	Spring Hill	1984
St. Marks United Primitive Baptist Church	Maury Hill St	Spring Hill	2000
Absalom Thompson House	S of Spring Hill on Denning Rd	Spring Hill	1979
White Hall	Duplex Rd	Spring Hill	1984

Source: National Parks Service

Table 29 National Register Sites – Unincorporated Maury County

Resource Name	Address	Jurisdiction *(community)*	Year Added
Jonathan Amis House	Covey Hollow Road	McCains	1984
H. Merritt Booker House	Scott Hollow Rd	Culleoka	1985
Lucius Frierson House	W 7th St	Williamsport	1978
Old Natchez Trace	From AL/TN border to US 100 in Davidson Cnty	Santa Fe	1975
Pine Hill	Old Zion Lane	Ashwood	1983
Prewitt-Amis Finney House	2629 Pullen Mill Rd	Culleoka	1997
Andrew Scott House	3991 Pulaski Hwy	Culleoka	1995
Vine Hill	Sawdust Rd	Cross Bridges	1983
Webster Farm	3166 Hampshire Pike	Cross Bridges	1996
George Webster House	Sawdust Rd	Williamsport	1984

Source: National Parks Service

NATIONAL REGISTER HISTORIC DISTRICTS

In addition to the registered sites, there are also 9 historical districts registered with the National Register. Three districts are in Columbia, three in Mt. Pleasant, with the remaining located throughout the county. Below is a comprehensive list of the nationally registered districts:

Table 30 National Register Districts – Maury County

Resource	Address	Jurisdiction	Year Added
Ashwood Rural Historic District	Spans U.S 43. between Columbia and Mt. Pleasant	Columbia vicinity	1984
Columbia Commercial Historic District	Roughly bounded by 7th St. , 8th St., Woodland St., and High St.	Columbia	1984
Columbia West End Historic District	Roughly along W 7th St. between Frierson St. and Seaboard System RR	Columbia	1986
Mt. Pleasant Commercial Historic District	Roughly bounded by N and S Main Sts., Public Sq, and Hay Long Ave.	Mt. Pleasant	2003
North Main Street Historic District	Roughly bounded by N Main St. and Shofner St. to 3rd St.	Mt. Pleasant	1989
Pleasant Historic District	Roughly bounded by Haylong Ave., Pleasant, Bond, Wheeler, Adams, and Cherry St., Washington Ave. and College St.	Mt. Pleasant	1989
Rockdale Furnace Historic District	N/A	Rockdale	1988
Shelby Bend Archeological District	N/A	Greenfield Bend	1990
West Sixth Street and Mayes Place Historic District	W 6th St. and Mayes Pl.	Columbia	1978

Source: National Parks Service

LOCALLY DESIGNATED HISTORIC SITES

In addition to a site being recognized for its historical significance by its inclusion on the National Register, additional steps can be taken to ensure its preservation and protection. Local governments, by way of identifying and designating historic sites, can help protect historic resources by assisting with long-term preservation plans and working to limit impacts of adjacent development.

The Spring Hill Historic Commission, established in 2007, is responsible for recommending to the Board of Mayor and Alderman specific sites and/or structures for designation as historically significant. Upon a site's designation, and at the request of the property, the Historic Commission may review proposed preservation plans and changes in exterior designs or modifications to structures or geographical location, and offer suggestions to retain or enhance the historic importance of a site. In addition, the Spring Hill Planning Commission, as part of its normal site review process, is responsible for ensuring that appropriate measures are taken to protect a designated structure and immediate grounds when development or redevelopment occurs on adjacent property. Upon approval of a development plan by the planning commission, grading or building permits are not issued by the city until stabilization measures are in place to permanently protect the site from the impact of nearby construction.

To date, three properties have been designated as historically significant sites, as shown in Table 31.

Table 31 Locally Designated Historic Sites

Jurisdiction	Name of Site	Location	Year Added
Spring Hill (Maury County)	The White-Blair House	5294 Main St.	2008
Spring Hill (Maury County)	The Nellums-Higgenbotham House, also known as The McKee House	2224 Doctor Robertson Rd.	2008
Spring Hill (Maury County)	White Hall	2536 Duplex Rd.	2008

Source: City of Spring Hill

LOCALLY DESIGNATED HISTORIC DISTRICTS

A local historic district is a district designated by adoption of a local ordinance, which falls under the jurisdiction of an appointed citizen-board. A local historic district is "overlaid" on the existing zoning classifications for an area. As such, the use of a property is not regulated, just the appearance through the implementation of design guidelines that address the compatibility of proposed alterations, additions, demolitions, relocation or new construction with the existing character of a district. This design review process requires review and approval of proposed work by the historic preservation commission prior to issuance of a building or sign permit.

In Columbia, the Columbia Historic Zoning Commission reviews proposed projects in five locally designated historic districts:

Table 32 Locally Designated Historic Districts

Jurisdiction	Name of District	Boundaries
Columbia	Athenaeum Historic District	Roughly bounded by Beckett St., south side of W 7th St.,, High St., and W 9th St.
Columbia	Barrow Court Historic District	Trotwood, Webster, Barrow, Hastings, 8th St.
Columbia	Downtown Columbia Historic District*	Roughly bounded by 7th St , 8th St, Woodland, and High St.
Columbia	W. 6th St. and Mayes Place Historic District	W 6th St and Mayes Pl.
Columbia	West 7th St. Historic District**	W. 7th St. from Downtown Columbia Historic District west to RR crossing at Columbia Academy

*Based on Columbia Commercial Historic District, National Register of Historic Places
** Based on Columbia West End Historic District, National Register of Historic Places

Source: City of Columbia

TENNESSEE MAIN STREET DESIGNATION

The Main Street Program is an initiative of the National Trust for Historic Preservation that is administered at the state level by the Tennessee Department of Economic and Community Development. This nationally recognized program combines historic preservation with economic development and focuses on the "4-Point Approach" of design, organization, economic restructuring, and promotion to restore prosperity and vitality to downtowns and neighborhood business districts. Cities accepted for participation in the program are eligible to receive assistance in the form of technical services, networking, training and information.

In 1983, Columbia was designated a Tennessee Main Street City, one of the first five in the state. The city's program is managed by Columbia Main Street, a not-for-profit organization working to revitalize downtown Columbia.

CERTIFIED LOCAL GOVERNMENT PROGRAM

The Certified Local Government (CLD) Program is a federal program administered at the state level by the Tennessee Historical Commission. Any city, town, or county that has enacted a historic preservation ordinance and enforces that ordinance through a local preservation commission, is eligible to become a CLG. The benefits of becoming a CLG include eligibility for federal historic preservation grant funds, the opportunity to review local nominations for the National Register of Historic Places, opportunities for technical assistance, and improved communication and coordination among local, state, and federal preservation activities. In 2001 Columbia was designated as a CLG.

HISTORIC PRESERVATION ORGANIZATIONS

In 1905 the Maury County Historical Society, a non-profit citizen-based organization, was formed for the purpose of preserving historic sites, conserving resource materials, publishing historic works and encouraging research related to the county. Current projects include a historic site marker project to identify for the public significant sites along streets and highways.

PREVIOUS PLANS AND STUDIES

DUCK RIVER WATERSHED GROWTH READINESS REPORT

Conducted in 2007, the Growth Readiness Report (GRR) was part of a collaborative effort between several government agencies and concerned organizations. These groups included the Duck River Agency, South Central Tennessee Development District, Tennessee Valley Authority (TVA), State Planning Office, The Nature Conservancy, and the Southeast Watershed Forum (SEWSF). By gathering a broad cross-section of leaders in the area, the intent was to collect ideas and support changes in the management and care of the Duck River Watershed. After several meetings, several goals were established to guide the efforts of those involved. These goals included:

- Reduce impervious cover and associated flooding
- Integrate model development principles and stormwater programs
- Reduce infrastructure costs associated with unplanned growth
- Minimize impacts of growth on water quality
- Decrease pollutants from urban stormwater
- Reduce erosion and sediment entering streams
- Provide incentives to encourage use of model development principles
- Create livable, attractive, and desirable communities
- Develop a thoughtful, proactive approach to growth

In addition to the goals outline by the collaboration, 22 model principles for better site design were established based on input from those involved. The principles were established with the idea that how land is developed has a tremendous impact on the health and function of the natural systems of the watershed. The principles addressed three categories that include streets and parking, lot design, and natural areas. Within each of categories, the associated principles were defined and tied to specific, actionable recommendations. The principles were then used to help local jurisdictions and other agencies amend their regulations and ordinances accordingly to provide for better land development that is more sensitive to watershed's systems.

DUCK RIVER HIGHLANDS PROJECT

In 2006, The Land Trust for Tennessee conducted a study to document the significant historical, agricultural, and natural resources of the Duck River Highlands region. The study was prompted by stakeholders in the area that

saw the impacts of development pressures in nearby counties and wanted to ensure that future development in the area was dealt with in such a way that preserved and respected the unique natural and man-made features of the region. In identifying the key resources for the region, three main objectives for the study were established. These objectives included:

- To identify the significant natural and man-made resources in the project area
- To outline options for preserving agricultural, cultural, and natural resources
- To help establish a framework by which local stakeholders can address development and conservation concerns

The recommendations from the study centered around three elements that include community organization, historical preservation programs, and land conservation programs. The community organization recommendations identified citizen and community organization, identifying development alternatives, and how to work with developments and existing property owners to ensure that places are preserved or when they are developed, are sensitive to the region. The historical preservation programs recommendations identified two main programs, namely the Century Farms Program and the National Register of Historic Places Designation, as ways to help preserve and identify important historical features of the region. The third element of the recommendations identified land conservation programs and provided brief descriptions of how they can be applied to the study area. The Federal, State, and Other Land Conservation programs that were identified include:

- The Conserve Reserve Program
- The Environmental Quality Incentives Program
- The Grassland Reserve Program
- The Wildlife Habitat Incentives Program
- The Minority Farm Register
- The State of Tennessee "Greenbelt Law" program
- The State of Tennessee Agricultural Districts program
- Conservation Easements program
- Conservation Buyer Program

By using the document as both a resource document and as a community action document, the intent of the Duck River Highlands Project was to create a framework for the region to collectively and productively make decisions about the future of the area.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Maury County has a wealth of natural resources such as the Duck River and Tennessee Wildlife Resource Areas
- Maury County has a large number of formally registered historic properties and districts

WEAKNESSES

- Maury County has a large list of endangered and threatened plants and animals

OPPORTUNITIES

- Maury County has opportunity to preserve natural areas with Tennessee Wildlife Resource Areas and the Duck River

THREATS

- Lack of significant water supply will limit future growth
- New development will continue to degrade water quality and other natural features if significant and enforceable regulations for stormwater, river projection, and sediment pollution are not implemented to mitigate new development's impact on natural systems

TRANSPORTATION

ASSESSMENT OF THE EXISTING TRANSPORTATION SYSTEM

The transportation assessment provides an overview of the current transportation network in Maury County, Tennessee. All forms of transportation, including road, transit, air, and rail, were evaluated to assess the adequacy of the existing transportation network to serve future travel demands. The safety of the transportation system was also a main consideration throughout this assessment. It is important to examine the existing transportation system in Maury County in order to gain an understanding of the inherent strengths, weaknesses, opportunities, and threats as they pertain to transportation in the county.

EXISTING STREET AND HIGHWAY SYSTEM

This section provides an overview of the existing roadway network in Maury County, including a discussion of functional classifications, traffic volume, levels of service, and crash data. Traffic volumes obtained from TDOT count stations within the study area provided the basis for the existing conditions analysis. Evaluating the existing condition of the County's roadway network helped identify roadway deficiencies and transportation projects to address these issues (see *Future Development Guide* and *Implementation Program* for transportation project recommendations). The existing conditions analysis was conducted for all major routes contained in the study area.

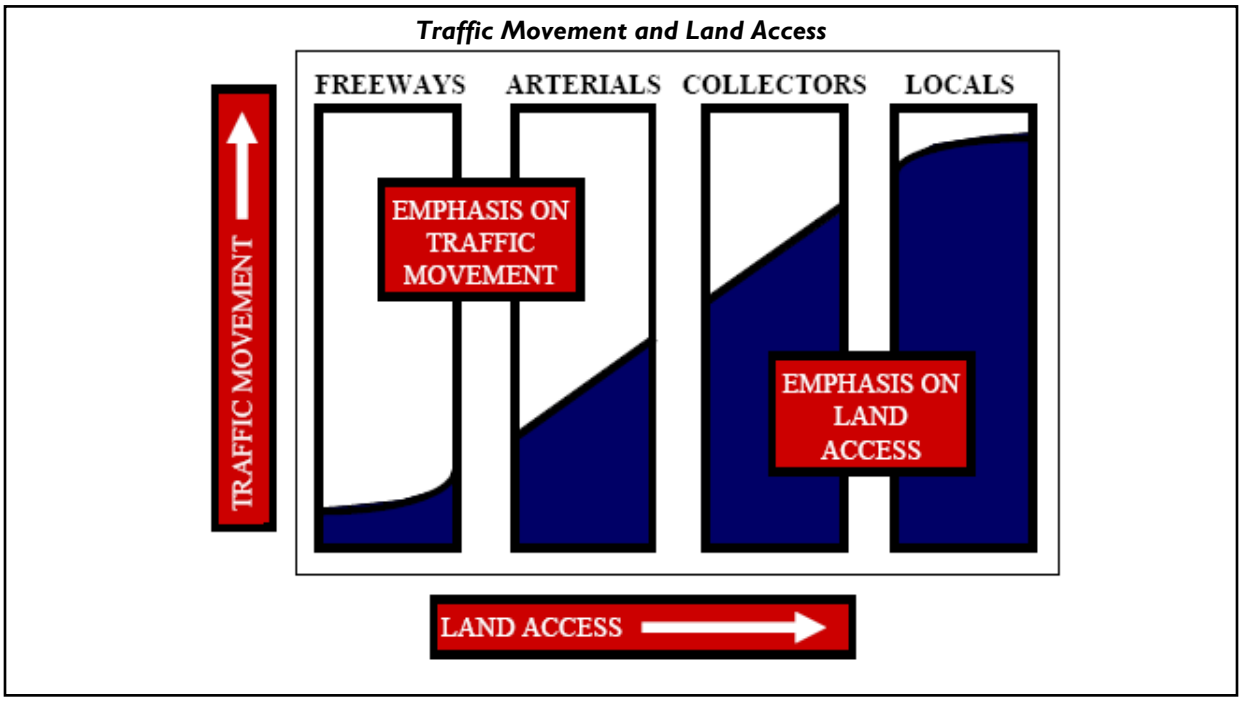
There are many important transportation routes contained within the Maury County roadway network. Some of the more frequently traveled highway routes include I-65, SR 396 (Saturn Parkway), US 31, US 431 (Lewisburg Pike), US 412, and US 43. All of these routes provide linkages that allow for the movement of people, goods, and services between the cities of Spring Hill, Columbia, Mt. Pleasant, and throughout the region.

FUNCTIONAL CLASSIFICATION

The existing transportation facilities in Maury County are each classified according to the amount of access and mobility the roadway provides, or how it *functions*. According to the Federal Highway Administration (FHWA), functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. It is a hierarchical organization of streets and highways that facilitates the safe and efficient operation of vehicles along different types of facilities. It then becomes necessary to determine how travel can be channeled within the transportation network in a logical and efficient manner using these facilities. Functional classification defines the nature of this channelization process by defining the role that any particular road or street should play in serving the flow of trips through a highway network.[1]

[1] http://www.fhwa.dot.gov/planning/fctoc.htm

The illustration below shows schematically how various street classifications relate to each other in terms of movement and access. As land access increases, traffic movement decreases on the lower classified roadways and vice versa – as land access decreases, traffic movement increases along the higher classified roads.



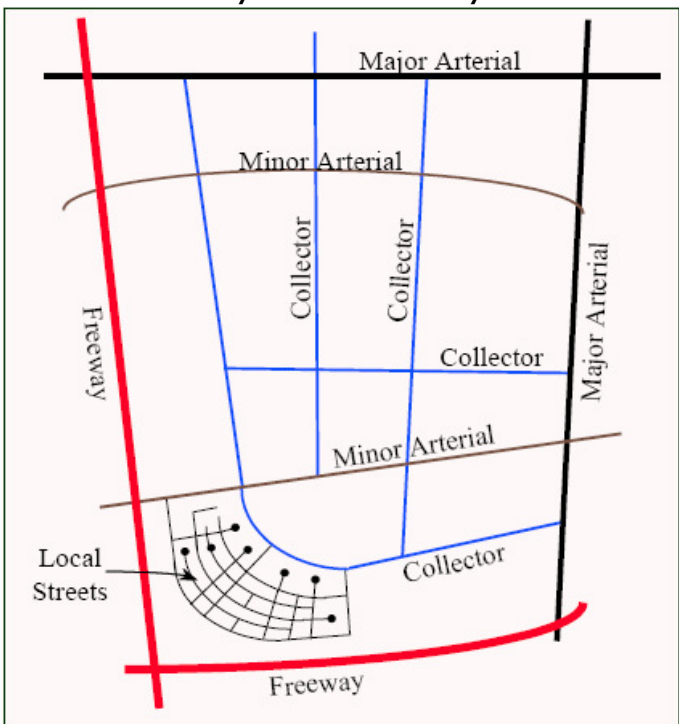
The federal functional classification of existing facilities is required in order for the roadway to be eligible for federal funding under current SAFETEA-LU legislation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) states that a roadway must be "functionally classified" as a collector or higher to be eligible for federal funds designated for roadway improvement projects. The functional classification of existing facilities is also significant because it specifies the desired amount of access control or locations where vehicles can enter or leave a roadway. When there is no access control, intersecting roads or driveways may connect to the mainline at any point. Typically, local roads have no access control. With partial control of access there is minimum spacing of access locations. With full access control, connections are only allowed at major crossroads – such as interchanges along an interstate. Full or partial control of access helps reduce traffic conflicts.2 Following is a brief description of functional classes of roadways and examples of each in Maury County.

- **Freeway** -_A divided arterial highway for through traffic, with full access control, high speeds, and grade separation at major intersections. I-65 and SR 396 (Saturn Parkway) function as freeways in Maury County.
- **Arterial** -_A class of road serving major traffic movements (high-speed, high volume) for travel between major points of interest. Arterials emphasize a high level of mobility for through movement. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Therefore, arterials require a much higher level of access control than collectors or local streets. US 31 and US 412 are examples of arterials in Maury County.
- **Collector** -_In rural areas, a route that serves intra-county rather than statewide travel. In urban areas, a street that provides direct access to neighborhoods and arterials. As their name suggests, collector roadways have the primary purpose of collecting traffic from local roadways and distributing it to its destination or to an arterial roadway. Collectors offer a compromise between mobility and access. Duplex Road and Carters Creek Road are examples of collectors in Maury County.
- **Local Street** -_Local streets are not considered major roadways. Their primary function is to provide direct access to land with little emphasis on the movement of through traffic. Washington Avenue, Woodland Street, and Maury Hill Street are examples of local streets in Maury County.

[2] http://www.tdot.state.tn.us/sr475/glossary.htm

As indicated in the graphic below, a functional roadway system facilitates a progressive transition in the flow of traffic from the provision of access to the provision of movement. Freeways and arterial facilities primarily provide the function of moving vehicles while collector and local streets concentrate more on providing access to property.

Roadway Functional Class System



A list of all of the functionally classified roads and their existing number of lanes is listed in Table 33. This list of roads was derived from TDOT's functional classification maps for Maury County, Columbia, and Spring Hill shown below. The existing number of lanes for these roadway segments was determined from aerial photographs.

Table 33: Functionally Classified Roads – Maury County

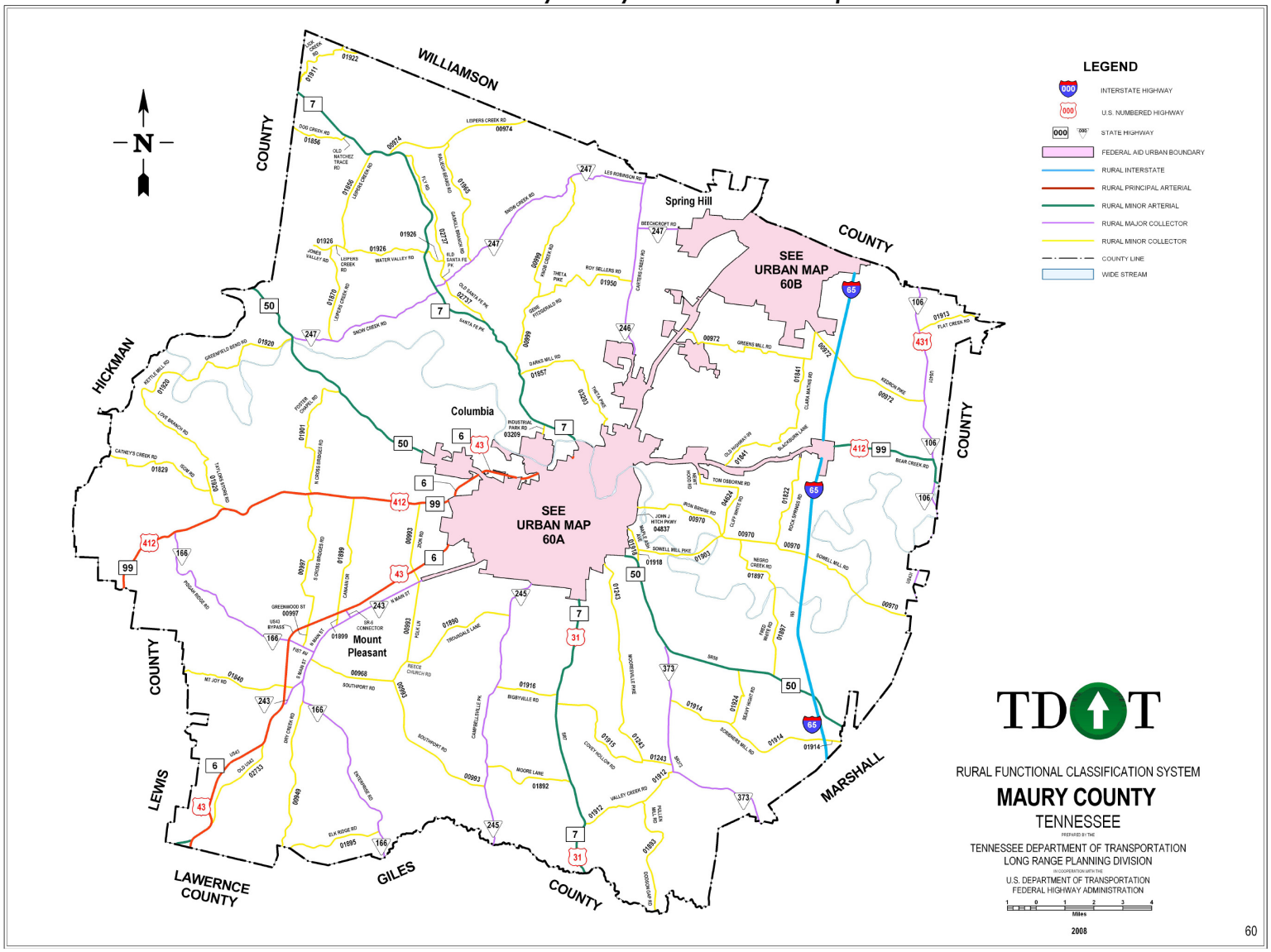
Route	Functional Class	Number of Lanes
I-65	Interstate Highway	4
SR 6 / US Hwy 43	Freeway Expressway	4
SR 396 / Saturn Parkway	Freeway/Expressway	4
Mt. Olivet Rd	Rural Major Collector	2
SR 106 / US Hwy 431 / Franklin Pk / Lewisburg Pk	Rural Major Collector	2
SR 166 / Enterprise Rd	Rural Major Collector	2
SR 245 / Campbellsville Pk	Rural Major Collector	2
SR 247 / Snow Creek Rd / Les Robinson Rd / Beechcroft Rd / Duplex Rd	Rural Major Collector	2
SR 373 / Culleoka Hwy	Rural Major Collector	2
SR 243 / Trotwood Ave	Rural Major Collector/Urban Minor Arterial (Columbia)	2, 3, 4
SR 246 / Carters Creek Rd / Industiral Park Rd	Rural Major Collector/Urban Minor Arterial (Columbia)	2
SR 50 / Williamsport Pike	Rural Minor Arterial	2

Route	Functional Class	Number of Lanes
SR 99 / US Hwy 412 / Hampshire Pk / Bear Creek Pk	Rural Minor Arterial/Urban Principal Arterial (Columbia)	2
Bigbyville Rd	Rural Minor Collector	2
Blackburn Lane	Rural Minor Collector	2
Canaan Dr	Rural Minor Collector	2
Cathey's Creek Rd	Rural Minor Collector	2
Clara Mathis Rd	Rural Minor Collector	2
Cliff White Rd	Rural Minor Collector	2
Covey Hollow Rd	Rural Minor Collector	2
Dark Mill Rd	Rural Minor Collector	2
Dodson Gap Rd	Rural Minor Collector	2
Dog Creek Rd	Rural Minor Collector	2
Dry Creek Rd	Rural Minor Collector	2
Elk Ridge Rd	Rural Minor Collector	2
Flat Creek Rd	Rural Minor Collector	2
Fly Rd	Rural Minor Collector	2
Foster Chapel Rd	Rural Minor Collector	2
Fred White Rd	Rural Minor Collector	2
Gaskill Branch Rd	Rural Minor Collector	2
Gene Fitzgerald Rd	Rural Minor Collector	2
Greenfield Bend Rd	Rural Minor Collector	2
Greenwood St / S. Cross Bridges Rd	Rural Minor Collector	2
Industrial Park Rd	Rural Minor Collector	2
Iron Bridge Rd	Rural Minor Collector	2
Isom Rd	Rural Minor Collector	2
Jones Valley Rd	Rural Minor Collector	2
Kedron Rd	Rural Minor Collector	2
Kettle Mill Rd	Rural Minor Collector	2
Knob Creek Rd	Rural Minor Collector	2
Leipers Creek Rd	Rural Minor Collector	2
Lick Creek Rd	Rural Minor Collector	2
Love Branch Rd	Rural Minor Collector	2
Maple Ash Ave	Rural Minor Collector	2
Moore Ln	Rural Minor Collector	2
Mt. Joy Rd	Rural Minor Collector	2
N. Cross Bridges Rd	Rural Minor Collector	2
Negro Creek Rd	Rural Minor Collector	2
Old Santa Fe Pk	Rural Minor Collector	2
Old US 43	Rural Minor Collector	2
Polk Ln	Rural Minor Collector	2
Pullen Mill Rd	Rural Minor Collector	2
Raleigh Beard Rd	Rural Minor Collector	2
Reece Church Rd	Rural Minor Collector	2
Roy Sellers Rd	Rural Minor Collector	2
Scribners Mill Rd	Rural Minor Collector	2
Seavy Hight Rd	Rural Minor Collector	2
Southport Rd	Rural Minor Collector	2

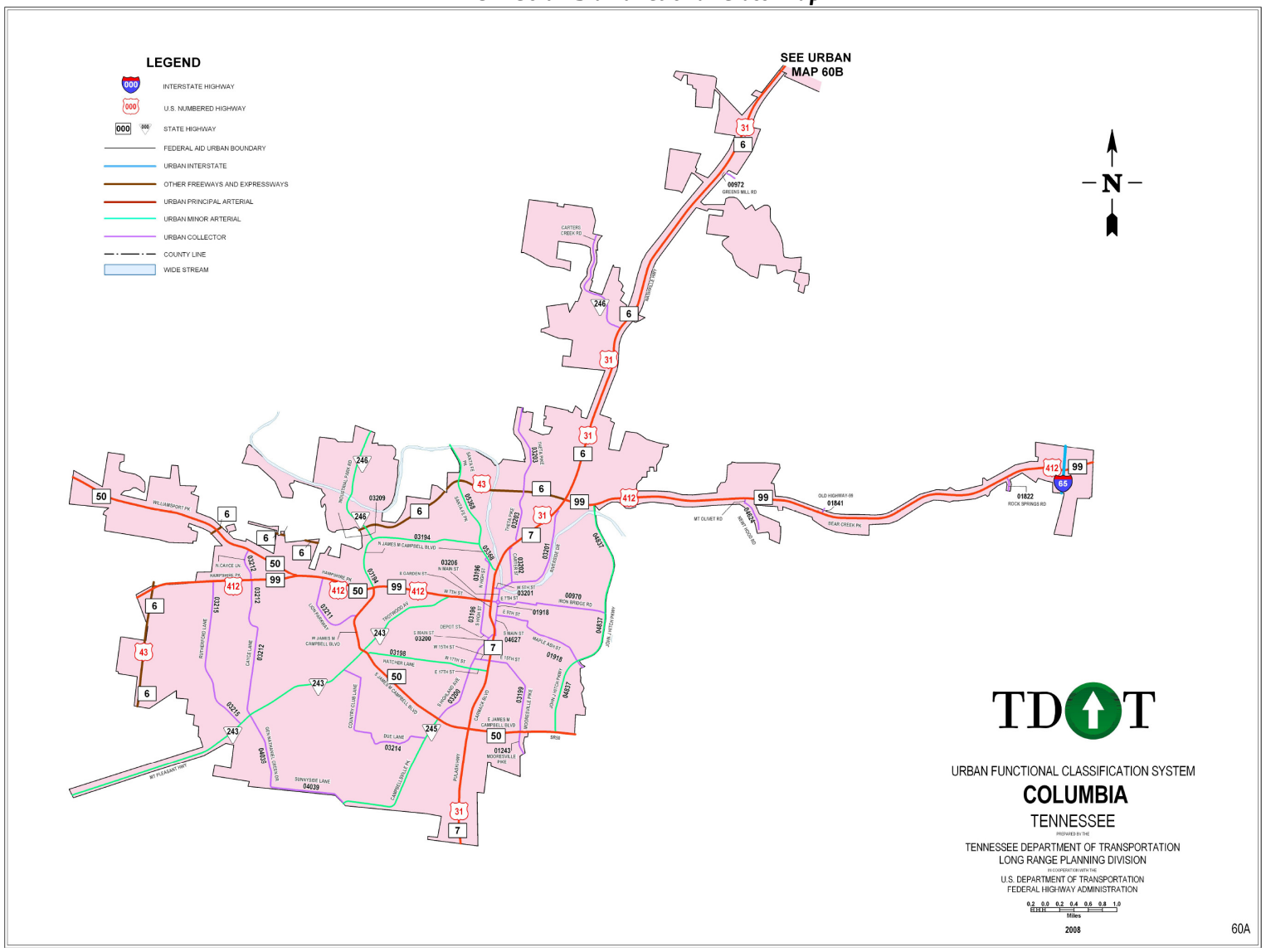
Route	Functional Class	Number of Lanes
Sowell Mill Pk	Rural Minor Collector	2
Sowell Mill Rd	Rural Minor Collector	2
Taylors Store Rd	Rural Minor Collector	2
Tom Osborne Rd	Rural Minor Collector	2
Trousdale Ln	Rural Minor Collector	2
Valley Creek Rd	Rural Minor Collector	2
Water Valley Rd	Rural Minor Collector	2
Zion Rd	Rural Minor Collector	2
Newt Hood Rd	Rural Minor Collector/Rural Major Collector (Columbia)	2
Old Highway 99	Rural Minor Collector/Rural Major Collector (Columbia)	2
Rock Springs Rd	Rural Minor Collector/Rural Major Collector (Columbia)	2
Theta Pike	Rural Minor Collector/Rural Major Collector (Columbia)	2
Greens Mill Rd	Rural Minor Collector/Urban Collector (Columbia)	2
Mooresville Pike	Rural Minor Collector/Urban Collector (Columbia)	2
Tom Hitch Pkwy	Rural Minor Collector/Urban Minor Arterial (Columbia)	2
Cayce Lane	Urban Collector	2
Country Club Lane	Urban Collector	2
Depot St	Urban Collector	2
Due Lane	Urban Collector	2
E. 7th St.	Urban Collector	2
E. 9th St.	Urban Collector	2
E.15th St	Urban Collector	2
Gen. Nathaniel Green Dr	Urban Collector	2
High St	Urban Collector	2
Kedron Rd	Urban Collector	2
Lion Parkway	Urban Collector	3
Maple Ash St	Urban Collector	2
N. Cayce Lane	Urban Collector	2
Riverside Dr	Urban Collector	2
Rutherford Lane	Urban Collector	2
S. Highland Ave.	Urban Collector	2
S. Main St.	Urban Collector	2
Sunnyside Lane	Urban Collector	2
W.15th St	Urban Collector	2
Campbellsville Pk.	Urban Minor Arterial	2
E. 17th St	Urban Minor Arterial	2
Hatcher Lane	Urban Minor Arterial	2
N. James M. Campbell Blvd	Urban Minor Arterial	4
W.17th St	Urban Minor Arterial	2
SR 50 / James Campbell Blvd	Urban Principal Arterial	4
SR 6 / US Hwy 31 / Main St / Columbia Pk	Urban Principal Arterial	3 lanes from County Line to Kedron Road
SR 6 / US Hwy 31 / Main St / Columbia Pk	Urban Principal Arterial	4 lanes from Kedron Rd to SR 99/US 412
SR 7 / US Hwy 31	Urban Principal Arterial	4 lanes from SR 99/US 412 to

Route	Functional Class	Number of Lanes
		Cord Dr
SR 7 / US Hwy 31 / Pulaski Hwy	Urban Principal Arterial	2 lanes from Cord Dr to County Line

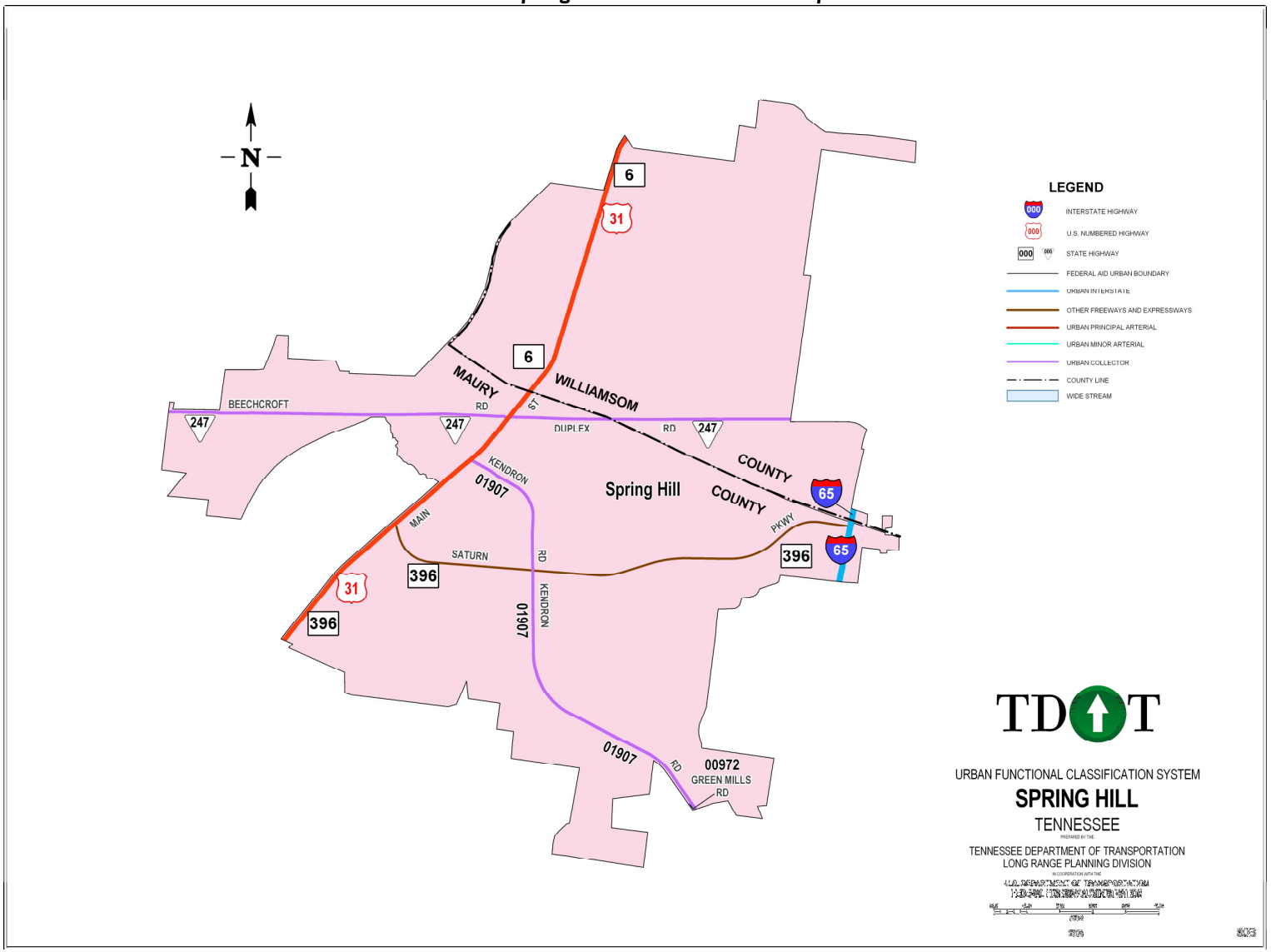
TDOT Maury County Functional Class Map



TDOT Columbia Functional Class Map



TDOT Spring Hill Functional Class Map



TRAFFIC VOLUMES

Much of Maury County's traffic history is provided by the Tennessee Department of Transportation (TDOT). Each year, TDOT publishes their Annual Average Daily Traffic (AADT) book, which contains traffic counts for every county in the state of Tennessee. The counts are supplied by traffic count stations positioned along roadways throughout the state. There are currently 212 traffic counting stations located in Maury County. Table 34 lists the roads that have seen the greatest increases in traffic between 2000 and 2007. As the table indicates, US 31, Beechcroft Road, and Duplex Road in Spring Hill and North Main Street in Columbia have seen the greatest increases. As evidenced by the data, most of the increases in traffic within Maury County have occurred in the Spring Hill area. This is due to the fact that most of the population growth in the county has occurred in Spring Hill. Table 35 lists the roads that have seen the greatest decreases in traffic between 2000 and 2007. Most of the listed roads are located in and around Columbia. This is most likely due to the fact that population growth has been minimal inside the city of Columbia between 2000 and 2007.

Table 34: Top 10 Maury County Traffic Growth Rates

Station Number	Route	Location	Annual Average Daily Traffic Volumes (vehicles per day) &Annual Traffic Growth Rates (%)								Avg. Annual Traffic Growth Rate (%)
			2007	2006	2005	2004	2003	2002	2001	2000	
				142.3%	-42.9%	71.7%	3.9%	50.0%	3.0%	3.1%	42.0%
000212		LICK CRK RD-NEAR HICKMAN CO LINE	126	52	91	53	51	34	33	32	
				3.0%	3.0%	-8.7%	3.0%	7.5%	114.2%	48.2%	34.3%
000216		N. MAIN ST-COLUMBIA-1-WAY	10335	10034	9742	10667	10357	9637	4500	3036	
				9.1%	3.0%	10.8%	73.2%	-14.1%	16.7%	24.0%	24.0%
000010	SR247	EAST OF SPRING HILL	6681	6126	5948	5369	3100	3607	3091	2493	
				8.6%	-4.1%	96.2%	11.3%	-3.8%	-2.7%	12.3%	19.9%
000006	SR247	BEECHCROFT - SPRING HILL	4729	4353	4541	2314	2079	2162	2222	1978	
				14.7%	9.6%	62.1%	4.6%	4.5%	5.2%	1.3%	19.6%
000170	01907	NEAR WILLIAMSON CO LINE	6010	5239	4781	2950	2819	2697	2564	2531	
				3.3%	46.8%	77.1%	-32.7%	2.0%	4.1%	4.3%	14.3%
000120	01897	SOUTH OF ROCK SPRINGS	94	91	62	35	52	51	49	47	
				4.6%	3.0%	31.3%	3.0%	8.0%	-7.0%	29.9%	12.9%
000009	SR006	NORTHEAST SPRING HILL	18832	18007	17483	13311	12924	11965	12862	9902	
				24.0%	3.2%	14.2%	3.8%	4.0%			11.6%
000238		CARTERS CREEK PK	1657	1336	1294	1133	1091	1049	0	0	
				7.9%	27.7%	3.0%	-6.2%	5.3%	6.0%	8.8%	8.8%
000090	01907	SOUTHEAST OF SPRING HILL	7624	7068	5533	5372	5727	5437	5127	4714	

Source: *Tennessee Department of Transportation*

Table 35: Bottom 10 Maury County Traffic Growth Rates

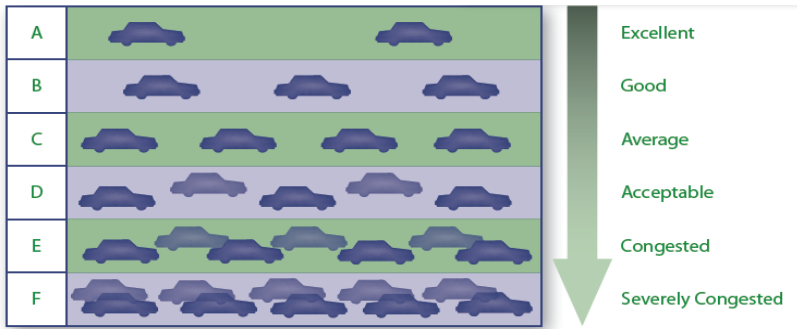
Station Number	Route	Location	Annual Average Daily Traffic Volumes (vehicles per day) &Annual Traffic Growth Rates (%)								Avg. Annual Traffic Growth Rate (%)
			2007	2006	2005	2004	2003	2002	2001	2000	
				-9.5%	-14.6%	-11.2%	18.8%	-4.7%	-25.2%	3.0%	-5.7%
000136		COLUMBIA	2843	3140	3677	4141	3485	3658	4890	4749	
				-20.1%	3.0%	19.7%	-19.6%	9.3%	-31.3%	0.6%	-5.7%
000183	03201	COLUMBIA	4678	5857	5686	4750	5907	5402	7865	7816	
				-22.2%	43.6%	-53.3%	2.8%	2.9%	4.7%	2.9%	-5.8%
000128		NORTHWEST OF COLUMBIA	246	316	220	471	458	445	425	413	
				-18.2%	-18.1%	-1.1%	2.2%	-10.6%	-9.6%	4.5%	-6.1%
000035		NORTHEAST SAWDUST	63	77	94	95	93	104	115	110	
				-38.5%	-21.2%	13.8%	3.6%	24.4%	0.0%	-19.6%	-6.1%
000055		NORTHWEST OF FOUNTAIN HEIGHTS	32	52	66	58	56	45	45	56	
				-4.2%	-10.2%	-43.1%	2.8%	11.1%	2.3%	-7.7%	-6.8%
000072	01893	SOUTH OF CULLEOKA	252	263	293	515	501	451	441	478	
				17.7%	-4.5%	-14.6%	2.9%	1.0%	-37.1%	-27.1%	-7.7%
000164		COLUMBIA	1053	895	937	1097	1066	1055	1677	2300	
				-7.5%	-34.3%	3.0%	18.0%	-18.2%	-3.4%	-28.5%	-8.3%
000131		COLUMBIA	1657	1791	2724	2645	2241	2739	2836	3966	
				-2.6%	20.3%	36.2%	4.4%	-70.8%	-23.0%	-10.3%	-9.5%
000034		WEST SAWDUST	75	77	64	47	45	154	200	223	
				-59.1%	3.0%						-28.9%
000239		CONNECTOR	4000	9785	9500	0	0	0	0	0	

Source: *Tennessee Department of Transportation*

LEVEL OF SERVICE

Level of Service (LOS) is a term that is used to describe how well traffic operates on a roadway segment or at an intersection, and is based on the roadway's capacity and traffic volumes. Roadway capacity is defined by the functional class and number of lanes on a particular roadway. Volume is the actual number of vehicles on a roadway. LOS utilizes a letter system to indicate how well a roadway operates with letters ranging from "A" to "F" – "A" being excellent and "F" failing (see diagram). LOS C is generally acceptable for typical roadway function while LOS D is typically considered to be the minimum acceptable LOS in an urbanized area. The graphic below illustrates the level of service concept.

Roadway Level of Service Concept



The Highway Capacity Manual generally describes each LOS as follows:

A=Free flow

B=Reasonably free flow

C=Stable flow

D=Approaching unstable flow

E=Unstable flow

F=Forced or breakdown flow

For comparison purposes, Table 36 lists the typical traffic volumes that can be accommodated for each LOS based on the roadway functional classification and number of travel lanes.

Table 36: Level of Service Threshold by Functional Classification

Typical Daily Service Volumes Related to LOS					
Road Type	**LOS A**	**LOS B**	**LOS C**	**LOS D**	**LOS E**
4 Lane Freeway	31,700	45,300	56,200	68,000	90,700
2 Lane Arterial Urban	6,500	9,400	11,600	14,000	18,700
3 Lane Arterial Urban	8,200	11,600	14,400	17,500	23,300
4 Lane Arterial Urban	10,700	15,400	19,000	23,000	30,700
5 Lane Arterial Urban	12,400	17,600	21,900	26,500	35,300
2 Lane Arterial Rural	8,400	12,000	14,900	18,000	24,000
3 Lane Arterial Rural	10,500	15,000	18,600	22,500	30,000
2 Lane Collector Urban	5,100	7,400	9,100	11,000	14,700

Typical Daily Service Volumes Related to LOS					
Road Type	LOS A	LOS B	LOS C	LOS D	LOS E
3 Lane Collector Urban	6,400	9,200	11,300	13,700	18,300
4 Lane Collector Urban	8,400	12,000	14,900	18,000	24,000
5 Lane Collector Urban	10,700	15,400	19,000	23,000	30,700
2 Lane Collector Rural	6,500	9,400	11,600	14,000	18,700
3 Lane Collector Rural	8,200	11,600	14,500	17,500	23,300

Many of Maury County's roadways are operating at a LOS C or better. US 31 between Columbia and Spring Hill operates between levels of service D and F. These poorly operating segments of US 31 are a concern as traffic continues to increase almost daily with the completion of new housing and commercial developments. In addition, SR 243/Trotwood Avenue in Columbia currently operates at a LOS D and F, and SR 50 (James Campbell Boulevard) in Columbia operates at LOS D and E. Even though these areas are not expected to grow rapidly, the current LOS for these routes needs significant improvement. Table 37 below provides current LOS data for all of the functionally classified routes in Maury County.

Table 37: Existing Level of Service Data

EXISTING MAURY COUNTY LEVELS OF SERVICE			
Route	TDOT Count Station	2007 AADT	LOS
Bigbyville Rd	56	549	A
Blackburn Lane	18	1,064	A
Canaan Dr	59	374	A
Cathey's Creek Rd	123	280	A
Cayce Lane	126	2,273	A
Cliff White Rd	146	338	A
Covey Hollow Rd	220	163	A
Darks Mill Rd	21	564	A
Dodson Gap Rd	72	252	A
Dog Creek Rd	213	219	A
Dry Creek Rd	118	411	A
Due Lane	160	2,680	A
E. 17th St	161	3,983	A
E. 7th St.	150	1,312	A
E. 9th St.	130	2,723	A
E.15th St	189	497	A
Elk Ridge Rd	217	318	A
Flat Creek Rd	125	423	A
Fly Rd	27	2,647	A
Fred White Rd	120	94	A
Gaskill Branch Rd	210	222	A
Gen Nathaniel Green Dr	191	3,616	A
Greenfield Bend Rd	32	242	A
Greens Mill Rd	19	1,207	A

EXISTING MAURY COUNTY LEVELS OF SERVICE			
Route	**TDOT Count Station**	**2007 AADT**	**LOS**
Greenwood St/ S. Cross Bridges Rd	235	1,836	A
Hatcher Lane	129	10,083	A
High St	148	2,248	A
I-65	195	30,221	A
Industrial Park Rd	182	10,651	C
Iron Bridge Rd	47	1,145	A
Isom Rd	123	280	A
Jones Valley Rd	141	191	A
Kedron Rd	237	2,067	A
Kedron Rd	90	7,324	C
Knob Creek Rd	23	735	A
Leipers Creek Rd	79	1,077	A
Lick Creek Rd	212	126	A
Lion Parkway	159	9,167	B
Moore Ln	219	321	A
Mooresville Pike	101	1,975	A
Mt. Joy Rd	116	1,425	A
N. Cross Bridges Rd	124	273	A
Old Santa Fe Pk	24	1,123	A
Polk Ln	57	1,258	A
Riverside Dr	183	4,678	A
Rock Springs Rd	50	660	A
Rutherford Lane	157	2,588	A
Scribners Mill Rd	119	666	A
Seavy Hight Rd	206	521	A
Southport Rd	69	440	A
Sowell Mill Pk	207	1,176	A
Sowell Mill Rd	208	706	A
SR 106/US Hwy 431/ Franklin Pk/Lewisburg Pk	15	6,289	A
SR 166/Enterprise Rd/ Pisgah Ridge Rd	105	3,105	A
SR 243/Trotwood Ave	39	11,678	D
SR 243/Trotwood Ave	167	14,456	C
SR 243/Trotwood Ave	85	20,036	F
SR 245/S. Highland Ave.	162	6,236	B
SR 245/Campbellsville Pk	40	5,627	A
SR 246/Carters Creek Rd/ Industiral Park Rd	20	2,765	A
SR 247/Snow Creek Rd/ Les Robinson Rd/ Beechcroft Rd/Duplex Rd	6	4,729	A
SR 373/Culleoka Hwy	54	2,827	A
SR 396/Saturn Parkway	196	28,631	A

EXISTING MAURY COUNTY LEVELS OF SERVICE			
Route	**TDOT Count Station**	**2007 AADT**	**LOS**
SR 50/James Campbell Blvd	80	27,928	E
SR 50/James Campbell Blvd	81	24,241	E
SR 50/James Campbell Blvd	82	18,827	C
SR 50/James Campbell Blvd	88	19,885	D
SR 50/Williamsport Pike	37	4,392	A
SR 6/US Hwy 31/ Main St/Columbia Pk	9	18,832	E
SR 6/US Hwy 31/ Nashville Hwy/Main St	44	30,933	F
SR 6/US Hwy 31/ Nashville Hwy/Main St	91	27,921	E
SR 6/US Hwy 43	200	17,506	A
SR 7/US Hwy 31	86	17,898	C
SR 7/US Hwy 31/Pulaski Hwy	92	5,259	A
SR 99/US Hwy 412/W. 7th St	83	12,611	B
SR 99/US Hwy 412/ Hampshire Pk/Bear Creek Pk	45	14,371	C
Sunnyside Lane	191	3,616	A
Taylors Store Rd	122	408	A
Theta Pike	43	3,334	A
John T. Hitch Pkwy	204	7,846	B
Trousdale Ln	218	411	A
Valley Creek Rd	73	844	A
Water Valley Rd	28	527	A
Zion Rd	58	2,734	A

SAFETY

Safety is a primary goal of all modes of transportation. SAFETEA-LU legislation promotes more efficient and effective Federal surface transportation programs throughout the United States and established a new core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities, incapacitating injuries, and crashes in general. Every year TDOT develops lists to help identify potential improvement projects that meet the intent of the HSIP requirements. One of these lists is an inventory of High Risk Rural Roads (HRRR). The HRRR list identifies sections of rural roads that are functionally classified as local, minor collector, or major collector that have experienced high numbers of severe crashes. HRRR improvements are generally lower cost projects, some of which can be repeated along relatively long sections of highway. One roadway segment in Maury County is listed on the 2007 HRRR list. Greens Mill Road, between log mile 0.07 and 6.05, is the only road in the study area listed on the HRRR list and is located between the Columbia city limits and the Spring Hill urban growth boundary between US 31 and Kedron Road.

TRANSIT

Transit is defined as public transportation for the carriage of passengers and their incidental baggage, operating on established routes and fixed schedules, and serving prescribed stops at prescribed rates of fare. Transit includes such modes as local bus, semi-rapid bus, electric trolley bus, streetcar, light rail transit, rail rapid transit, and

regional (commuter) rail.[3] Transit service in Maury County is minimal, but as the county grows, so will the demand for transit.

The only mass transit offered in Maury County is provided by the South Central Area Transit Service, which is a part of the South Central Tennessee Development District (SCTDD), one of twelve (12) Rural Planning Organizations (RPO's) in the state. For over 20 years, SCTDD has been providing transit service throughout a 13 county region in southern middle Tennessee, including Maury County. Currently, SCTDD operates approximately 75 vans. SCTDD has contracts with senior citizen centers in the region as well as TennCare and Families First in most counties in its region. Although a majority of the users are senior citizens and the disabled, services are available to the general public on an on-demand basis. SCTDD vans operate Monday through Friday from 8:00 a.m. to 4:00 p.m., with the exception of state and federal holidays. Fares for transportation vary depending on county and destination.

Two taxicab companies operate within Maury County. Maury County Taxi is located in Columbia, and Lightning Taxi Cab and Delivery is located in Mt. Pleasant. They provide on-call taxi service.

AIR/RAIL

Two additional forms of transportation in Maury County are air and rail service (see Maury County Transportation Map). Rail service in Maury County is strictly for freight transportation. Air service in the county is primarily general aviation.

Two rail companies service Maury County. CSX Transportation is a Class I railroad and has a mainline rail that travels south from Nashville, paralleling US 31, and ends in Columbia. At that point it connects to a short line operated by Tennessee Southern Railroad (TSRR). TSRR operates two tracks that travel south from Columbia. The western line leads from Columbia to a port facility in Florence, Alabama. The eastern line leads from Columbia to Pulaski, Tennessee.

Maury Regional Airport is the only airport located in Maury County. It is a general aviation facility that is located in Mt. Pleasant. The airport has two runways, one that is approximately 6,000 feet long by 100 feet wide, and another that is approximately 2,000 feet long by 200 feet wide. It offers charter service for passengers and freight, aircraft maintenance, and car rental and limousine services. There are approximately thirty (30) aircraft based at the airport and an average of nearly eighty (80) aircraft takeoffs and landings per day.

BICYCLE/PEDESTRIAN FACILITIES

Bicycling and walking are becoming increasingly important modes of transportation in Maury County as transportation costs continue to rise. To address this need, this plan is intended to help create a comprehensive, multi-modal strategy that includes bicycling and walking as integral parts of the transportation infrastructure. This section provides policy recommendations to take advantage of the many benefits that bicycling and walking can offer, such as greater mobility, less traffic congestion, cleaner air, and lower transportation cost.

BENEFITS OF BICYCLING AND WALKING

Greater Mobility

Every trip, regardless of mode, involves some form of pedestrian travel, whether it is walking from home to the grocery store, walking from a parked vehicle to the grocery store, or walking from the bus stop to the grocery store. Many of these types of trips are made out of necessity, so it is important that all citizens are able to access these essential locations even if they do not own an automobile. In fact, one in ten U.S. households does not own an automobile, and one-third of all Americans cannot, or do not, drive.[4] Next to the automobile, bicycling is the second-most preferred form of transportation.[5] Providing safe, convenient, and attractive bicycle and pedestrian

[3] Transportation Planning Handbook, 2nd ed., p. 429
[4] www.bicyclinginfo.gor/pp/benefits/tranben/index.cfm
[5] www.bikeleague.org/resources/why/transportation.php

facilities provides desirable transportation alternatives to the automobile, thereby encouraging these types of trips and meeting the community's basic transportation needs.

Less Traffic Congestion

Traffic congestion is becoming an increasing concern for most communities. Traffic congestion results when the traffic demand on a street or roadway network is greater than the amount of traffic that that street or roadway network was designed to efficiently carry. In addition to interfering with mobility, traffic congestion results in driver frustration, wasted time, wasted energy, and pollution. Traffic congestion, as well as its negative impacts, can be reduced by incorporating bicycle and pedestrian facilities into the transportation network and by encouraging these alternative modes of travel. Converting a portion of motorized trips to bicycling and walking trips is a very realistic goal, especially when one considers that 40% of all trips are less than two miles in length.[6] This distance represents a ten-minute bike ride or a 30-minute walk for most people.

Cleaner Air

Approximately 60% of the pollution created by automobile emissions happens in the first few minutes of vehicle operation, before pollution control devices can work effectively. Because of this, shorter automobile trips are actually more polluting than longer trips on a per-mile basis. By converting a four mile round trip to bicycling, approximately 15 pounds of pollutants can be kept out of the air. These pollutants, which include carbon dioxide, carbon monoxide, and nitrogen oxides, are contributors to respiratory problems, cardiovascular problems, smog, and acid rain.[7]

Lower Transportation Costs

Owning and maintaining an automobile can be very expensive. The average cost of operating an automobile for one year is about $5,170.[8] In contrast, the cost of operating a bicycle for one year is only about $120, and walking is free.[9] By converting some automobile trips to bicycling and walking, families can eliminate the need for a car or, at least, a second car.

In addition to saving families money, bicycling and walking can also reduce transportation-related costs for communities. Bicycling and walking trips cause little, if any, wear and tear on roadways, and the infrastructure supporting these travel modes can usually be provided with less impact and at a lower cost than infrastructure for motorized travel. Bicycling and walking also require less space per trip than motorized travel. Converting automobile trips to bicycling and walking can reduce traffic congestion and postpone, or even eliminate, the need for roadway widening and construction projects.

Current Bicycle and Pedestrian Facilities and Planning Efforts

Maury County currently has numerous bicycle and pedestrian transportation facilities with a large majority of these facilities located in Columbia's central business district. In addition, many neighborhoods and subdivisions in Columbia and Spring Hill have pedestrian facilities. On a local level, these facilities provide connections to destinations and are used for both transportation and recreational trips. Because the presence of well-designed bicycle and pedestrian facilities influences the decision to bike or walk for transport, these facilities help stimulate single-mode trips (such as a biking trip or a walking trip) as well as multi-modal trips (such as walking to a transit stop and then riding the bus for the remainder of the trip). As the recommended roadway projects presented in the *Future Development Guide* and *Implementation Program* move toward implementation, it is essential that bicycle and pedestrian facilities be considered as part of those projects in order to provide multiple modes of transportation for people in Maury County. It is also important that interconnectivity between residential and commercial areas becomes more prominent.

One project that is currently underway in Maury County is the Duck Riverwalk. The Duck Riverwalk is a proposed greenway in Columbia that will run along the banks of the Duck River from the Riverside neighborhood to the

[6] www.bicyclinginfo.gor/pp/benefits/tranben/index.cfm
[7] www.bikeleague.org/resources/why/environment.php
[8] www.bicyclinginfo.org/pp/benefits/econoben/index.cfm
[9] www.bicyclinginfo.org/pp/benefits/econoben/index.cfm

courthouse and downtown. The project is expected to be completed in 2010 and will offer greater connectivity and enhance the likelihood for increased bicycle and pedestrian travel.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Maury County has existing access points to I-65, with three exits and Saturn Parkway
- Good rail and air service coverage in the county

WEAKNESSES

- Mass transit service and pedestrian connectivity is limited
- Congestion on some key roadways, most significantly on US 31
- Roadway improvements needed in several areas, especially in the growing Spring Hill area
- Lack of east/west connections
- Lack of access points to I-65
- Substandard roads throughout the rural portions of the county

OPPORTUNITIES

- Maury County is well positioned between Nashville and Huntsville, Alabama
- Good potential for roadway improvements as a result of growth in both population and development
- Natchez Trace Parkway provides transportation related tourism opportunities
- Trail system could be created to connect parks, neighborhoods, and communities in the county
- Duck Riverwalk will enhance the opportunity for pedestrian travel

THREATS

- If roadway improvements are not made, traffic congestion could get much worse
- If additional connections from east to west and to I-65 are not provided, economic development will become increasingly difficult
- If pedestrian facilities are not incorporated into future roadway projects, the opportunity for pedestrian travel decreases

COMMUNITY FACILITIES, INFRASTRUCTURE AND SERVICES

Service areas and level of services of public facilities and services with an evaluation of the adequacy and useful life

This section provides an assessment of the community facilities. infrastructure and services in Maury County, including those for unincorporated Maury County and the cities of Columbia, Mt. Pleasant and Spring Hill. Community facilities and services assessed were organized into the following major categories shown in the sections that follow: public water and sewer infrastructure, public safety other facilities and services

WATER SUPPLY AND TREATMENT

SERVICE AREA AND DISTRIBUTION

Within Maury County, water supply is shared amongst the county, the City of Mt. Pleasant, the City of Spring Hill, and Columbia Power and Water Systems.

Maury County

Maury County provides water through the Maury County Water System. Funded through various grants and Maury County, the Water System is run by a Board of Directors appointed by the County Mayor and approved by the County Commissioners. The Board is tasked with setting water rates and ensuring financial solvency for operations.

Columbia

Columbia Power and Water Systems provides services to the City of Columbia as well as many other parts of unincorporated Maury County. The system obtains water from the Duck River and has a capacity of 20 million GPD. Current consumption is 10 million gallons per day (GPD). The system has a storage capacity of 13.9 million gallons. The system currently serves a population of 56,739.

Mt. Pleasant

The City of Mt. Pleasant Water Systems provides drinking water to their service area that includes the city limits and beyond. The City obtains water from local springs/water grid and has a capacity of 1 million GPD. Current consumption is 750,000 GPD. The system has a storage capacity of 1.25 gallons. The system serves a population of 6,339.

Spring Hill

The City of Spring Hill provides water to the Spring Hill area. The City obtains water from the Duck River and has a capacity of 4 million GPD. Current consumption is 1,5 million GPD. The system has a storage capacity of 1.4

million gallons.. The system includes 155 miles of water lines and over 900 fire hydrants. The system serves a population of 25,821.

SEWERAGE SYSTEM AND WASTEWATER TREATMENT

SERVICE AREA, SYSTEM, COLLECTION AND TREATMENT

Wastewater Collection and Treatment in Maury County is handled by the respective departments of the City of Columbia, City of Spring Hill, and the City of Mt. Pleasant.

Maury County

The County government does not provide wastewater collection and treatment services, though the service is provided in some areas by the cities in unincorporated areas of the County.

Columbia

The City of Columbia's Department of Wastewater handles most of the wastewater treatment in and around the city. The Department utilizes an activated sludge system treatment facility to handle the treatment of incoming water. Built with a capacity to manage the treatment of 14 million GPD, the Wastewater system operates 24 hours a day.

Mt. Pleasant

Mt. Pleasant is the other water treatment provider in the County. Serving those within the city limits, Mt. Pleasant has one treatment facility to handle the activated sludge with tertiary sewage treatment. The facility has a capacity of 1.2 million GPD with a lagoon capacity of 1.5 million GPD. Current usage is approximately 750,000 GPD. Approximately 75% of the city is within the sewer coverage area. Storm sewer coverage is75% for the City.

Spring Hill

The City of Spring Hill's Departments of Wastewater Collection and Wastewater Treatment handles the wastewater system for the city. With over 100 miles of underground sewer lines, the system can handle processing 2 million GPD. The activated sludge treatment facility located on Mahlon Moore Road has a capacity of 2 million GPD. Wastewater from residential and commercial customers is treated and disinfected before release to Rutherford Creek. The plant provides irrigational water to Kings Creek Golf Course, adjacent to the treatment facility. Current usage is approximately 1 million GPD. The coverage area includes 100% of the area within the city limits. Wastwater Storm sewer coverage is 25% for the City.

OTHER UTILITIES

NATURAL GAS

Natural Gas in Maury County is provided by Atmos Energy Corp and Mt. Pleasant Gas System. Utilizing contracts with various natural gas providers, the City of Mt. Pleasant provides natural gas to its city residents. All other service provision within the County is managed by Atmos Energy Corp.

ELECTRICAL SERVICE

Most of the electrical service is provided by the Columbia Power and Water Systems or distributed by municipal services and the Tennessee Valley Authority. Columbia Power Water System provides service to the cities of Columbia and Spring Hill, as well as areas of Maury County. Most of the remaining electrical service is provided by various municipal service providers in and around the County that receive their power from the Tennessee Valley Authority. Mt. Pleasant is the main example of this service relationship with Mt. Pleasant Power.

FIRE PROTECTION

The Maury County Fire Department provides fire protection for unincorporated areas. The cities of Columbia, Mt. Pleasant and Spring Hill each provide fire service within their respective city boundaries. Fire protection facilities are shown in the Community Facilities Map (see Appendix).

MAURY COUNTY FIRE DEPARTMENT

The Maury County Fire Department (MCFD) provides full-time fire protection service to all areas of the county outside of the city limits of Columbia, Mt. Pleasant, and Spring Hill and currently holds an Insurance Service Organization rating of 7/9. The MCFD is a volunteer fire service that operates nine stations in Mt. Pleasant, Culleoka, Santa Fe, Hampshire, Mynders, East Maury County, Williamsport, and Theta. MCFD includes more than 60 volunteer members across the County.

MCFC provides several services and response measures that include the following: fire service, vehicle accidents, automatic fire alarm, medical calls, water rescue, search and rescue, hazardous materials, severe weather. MCFC responded to 620 incidents in 2007, including 71 structural fires, 81 wildland fires, 36 vehicle fires and 211 motor vehicle accidents. MCFD has an excellent working relationship with all of the surrounding departments and will, if requested, provide mutual aide assistance of manpower and equipment, as needed.

Improvements planned or underway include expansion of the Theta Fire Station on Gravel Hill Road, addition of three new Class A Engine/fire pumpers for the communities of Santa Fe, Mt. Pleasant and Theta, addition of two tandem axle 3,000 gallon water tankers to be housed a the Columbia Headquarters Station and Mynders Station.

COLUMBIA FIRE DEPARTMENT

The Columbia Fire Department (CFD) provides fire protection service to the City of Columbia and currently holds an Insurance Service Organization rating of 3/9. In 2007, the CFD employed 91 full-time fire fighters at five stations located throughout the City. CFD responds to all fire related emergencies within the city limits of Columbia. This includes, but is not limited to, fires involving structures, vehicles, grass, brush, and any other fire deemed a danger to people, property, or the environment. CFD also responds to all life-threatening medical emergencies within the city limits with firefighters trained and equipped to render life-saving aid, complementing the efforts of Maury Regional Emergency Medical Services.

As a department of the City's government, the department provides several services and response measures that include the following: fire related emergencies, medical first response, heavy rescue/vehicle extrication, hazardous materials emergencies, fire cause/origin determination, arson investigation, fire/life saftey code enforcement, and public education.

MT. PLEASANT FIRE DEPARTMENT

The Mt. Pleasant Fire Department (MPFD) provides fire protection service to the City of Mt. Pleasant and currently holds an Insurance Service Organization rating of 7. Currently, the department operates one fire station to handle emergency responses throughout the City and in 2007 employed 10 full-time firefighters supplemented by an additional 25 volunteer fire-fighters.

SPRING HILL FIRE DEPARTMENT

The Spring Hill Fire Department provides fire protection service to the City of Spring Hill and currently holds an Insurance Service Organization rating of 4. Currently, the department operates three fire stations to handle emergency responses in different areas of the City and in 2007 employed 26 full-time firefighters supplemented by an additional 11 volunteer fire-fighters. As a department of the City's government, the department provides several services and response measures that include the following: fire response, medical calls and alarms and fire safety and fire prevention.

PUBLIC SAFETY

The Maury County Sheriff's Office provides law enforcement services for unincorporated areas of Maury County. Each city in the County operates a police department. Public safety facilities are shown in the Community Facilities Map (see Appendix). Maury County Office of Emergency Management and Maury County E-911 provide countywide services described below.

MAURY COUNTY SHERIFF DEPARTMENT

The Maury County Sheriff Department provides crime prevention and control law enforcement services within unincorporated Maury County. In addition to the general law enforcement services, the department provides corrections services, park patrolling, dispatch management, and SWAT services amongst others. Public safety and outreach is also a component of the department that they strive to provide through community participation and educational outreach.

COLUMBIA POLICE DEPARTMENT

The Columbia Police Department provides crime prevention and control low enforcement services within the City of Columbia. While the department provides the standard law enforcement support for the community, the department is also actively involved in practicing community policing. Through various programs such as D.A.R.E., neighborhood watch, and *Shop with a Cop*, the department recognizes that working with and engaging the community in public safety and crime prevention is the best way to serve citizens and reduce crime.

MT. PLEASANT POLICE DEPARTMENT

The Mt. Pleasant Police Department (MPPD) provides crime prevention and control law enforcement services within the City of Mt. Pleasant. In 2007, MPPD employed 11 full-time police officers in the city and operated 12 patrol cars.

SPRING HILL POLICE DEPARTMENT

The Spring Hill Police Department provides crime prevention and control law enforcement services within the City of Spring Hill. The department's goals include maintaining peace and order, protecting life and property, and the protection of individual rights of residents or those visiting the city. Additionally, the department provides its services with professional services that utilize technology, crime prevention programs, and public safety outreach.

MAURY COUNTY OFFICE OF EMERGENCY MANAGEMENT

The Maury County Office of Emergency Management coordinates with local governments to maintain the Basic Emergency Operations Plans for Maury County and the City of Columbia. The office is organized around the thems of detection, protection, preparedness, prevention, recovery, response and mitigation.

MAURY COUNTY E-911

Maury County E-911 provides emergency communications for the County. Located in the 3,300 square foot Maury County 911 Center on Cayce Lane in Columbia, the facility where 14 full-time and seven part-time staff members are employed includes a 500-square-foot dispatch room. The organization includes the Maury County 911 Addressing Department responsible for assigning new addresses and road names and maintaining the database of all structures in the County.

PARKS AND RECREATION

Local parks in Maury County are owned and maintained by various entities that include Maury County, Columbia, Mt. Pleasant, and Spring Hill, as well as the state and federal government.

MAURY COUNTY

The Maury County parks and recreation department is tasked with maintaining 5 county parks that include:

- Maury County Park – 242 acres in Columbia
- Chickasaw Trace Park – 300 acres off of Santa Fe Pike
- Williams Spring Park – 25 acres in Mt. Pleasant
- Hampshire Park – 6 acres in Hampshire
- Jerry Erwin Park – 20 acres in Spring Hill

In addition to the county parks, city parks include the following:

CITY OF COLUMBIA

- Woodland Park and Rainey House
- Amory Recreation Center
- Fairview Park and Community Center
- Macedonia Community Center
- Betty Lee Park
- Cook Soccer Park
- Eva Gilbert Park
- Fierson Johnson Park
- Greenwood Cemetery
- Oakland Parkway Park
- Old Hickory Park
- Pillow Park
- Pop Geers Monument
- River Walk Park
- Rutherford Lane Park
- West Haven Park

TOWN OF SPRING HILL

- Harvey Park
- Evans Park

STATE AND FEDERAL LANDS

While there are no official State or national parks, there are two natural areas as mentioned under the Natural Resources section. While the Duck River Complex and the Still House Hollow Falls natural areas do serve as usable greenspace, the difference lies in their management. Natural areas are managed by the Tennessee Wildlife Resource Agency and maintained with the intent of preserving important ecosystems and wildlife habitat. Both natural areas are accessible and usable to the public; however their primary function is natural preservation.

EDUCATION

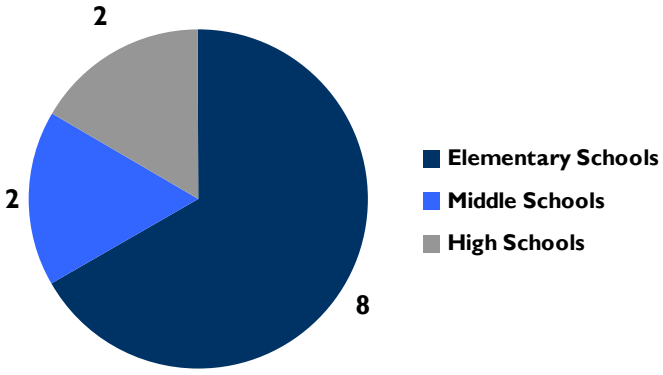
ELEMENTARY AND SECONDARY SCHOOLS

Within Maury County, primary education opportunities are handled by both public and private schools.

Public Schools

Maury County Schools, the public school system governed by the Maury County Board of Education, enrolled 11,245 students during the 2005-2006 school year at 19 campuses located throughout the County. During the 2005-2006 school year, the school system expenditures per student was $6,911, compared to $6,931 for the state. All of the schools in the system are accredited by the Southern Association of Colleges and Schools, compared to only 72.2% of elementary and 91.3% of secondary schools statewide.

Projected New School Needs 2007-2012



Source: Maury County School Board

Maury County Schools include the following:

- Baker Elementary School
- Brown Elementary School
- Columbia Central High School
- Cox Middle School
- Culleoka Unit School
- Hampshire Unit School
- Highland Elementary School
- Howell Elementary School
- McDowell Elementary School
- Mt. Pleasant Elementary School
- Mt. Pleasant High School
- Mt. Pleasant Middle School
- Riverside Elementary School
- Santa Fe Unit School
- Spring Hill Elementary School
- Spring Hill High School
- Whitthorne Middle School
- Woodard Elementary School
- Wright Elementary School

Future Plans

In 2007, Maury County Board of Education developed a Five Year Plan to identify existing facilities, services, and administrative needs as well as specific capital improvements necessary to accommodate projected future development. Within the five year planning period, the School Board has identified the need for 12 new schools. Of these new schools, 8 are elementary schools, 2 middle schools, and 2 high schools. The land use needs for each school type varies. In general however, elementary schools need 25 acres, middle schools 35 acres, and high schools 55 acres. Coordination with local planning officials and economic development initiatives is important to not only identify sites that can accommodate the appropriate land needs for each school type but also ensure that each school is located appropriately to the students it will serve.

Table 38: Future School Land Requirements

School Type	Acres
Elementary School	25
Middle School	35
High School	55

Source: Maury County Schools Facility and Service Plan (2007)

Private and Parochial Schools

In addition to the public school system, primary education opportunities are provided by: Agathos School of Columbia. Secondary education opportunities are provided by Columbia Academy and Zion Christian Academy. King's Daughter's School provides opportunities for special needs education.

POST-SECONDARY

Higher education and technical training are also available through Columbia State Community College (CSCC). While the main campus of CSCC is located in Columbia, there are also satellite campuses in Lawrence and Williamson Counties as well as the cities of Clifton and Lewisburg. Enrollment at CSCC is approximately 4,500. The fact that CSCC's main campus is located in Maury County positions Maury County as a regional educational center for the surrounding counties and cities.

LIBRARIES

Maury County provides library services through its two library branches in Columbia and Mt. Pleasant. Services provided include research services as well as children's library sections. In addition to the standard library services, both libraries also support a Harry Potter Club and a Shakespeare Club for interested residents. The City of Spring Hill also operates a library to serve residents of the City and surrounding areas of Maury and Williamson counties.

HEALTH CARE

Maury Regional Hospital

Serving as part of a regional healthcare system for south central Tennessee and acting as the largest hospital between Nashville, Tennessee and Huntsville, Alabama, Maury Regional Hospital offers a range of serves. Located in Columbia, the 275-bed hospital includes a heart, emergency, cancer, neurological, orthopedic, surgical, and women's services.

Maury County Health Department

In addition to Maury Regional Hospital, public health services are also provided by Maury County. Serving as the south central Region's Public Health provider, Maury County's Health Department provides a wide range of services. From preventative health services such as immunizations to other health services such as dental and primary care, the Health Department seeks to provide quality health services to the whole community. Additionally, the Department has the responsibilities of inspecting restaurants, hotels, schools and other public facilities where food is served to ensure proper sanitation and investigating animal bites, rabies, and other animal-related diseases.

Retirement Homes/Nursing Homes/Assisted living Facilities

Columbia includes six nursing homes and four residential care/assisted living facilities. Mt. Pleasant includes one 50-bed nursing home, one 16-bed retirement home and one residential care/assisted living facility. No such facilities operate in Spring Hill.

PREVIOUS PLANS AND STUDIES

DETAILED INTERPRETATION PLAN FOR SPRING HILL BATTLEFIELD

The Detailed Interpretation Plan for Spring Hill (Plan) provides for the permanent interpretation of the Spring Hill battlefield. Within the plan, issues such as land management issues, battlefield management requirements, greenways, land acquisitions priorities, coordination requirements, and interpretation recommendations have all been included in the Plan. Additionally and in coordination with this Plan, Maury County has made a proposal to establish a community recreational park at the northwestern periphery of the Weaver Farm property. Building on the fact that the battlefield is the last surviving battlefield of Hood's Middle Tennessee Campaign, the intent of the Plan is to establish and preserve a

historically significant battlefield park that will preserve valuable cultural and natural resources for Spring Hill and the surrounding Maury County communities.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Maury Regional Hospital is the largest hospital between Huntsville, AL and Nashville, TN
- Maury County has a complete network of community facilities and services

WEAKNESSES

- Maury County's ability to expand its municipal services will be limited because of distances

OPPORTUNITIES

- Maury County has an infrastructure system that can be built on to accommodate new growth and enhance the quality of life in currently developed areas
- Maury's need for additional schools creates the opportunity to locate new schools within existing neighborhoods and enhance the sense of community

THREATS

- Sprawl development patterns will continue to strain municipal services and infrastructure investment's if new strategies and polices are not adopted

LAND USE AND COMMUNITY CHARACTER

Analysis of the existing land use patterns and areas requiring special attention

The purpose of this analysis is to understand the development conditions and growth patterns currently occurring on the ground in Maury County. The analysis allows for further exploration of issues and opportunities related to the physical environment. The following analysis considers aspects of the existing development patterns that include:

- Existing Land Use
- Existing Zoning
- Community Character
- Areas Requiring Special Attention
- Previous Plans and Studies

EXISTING LAND USE

An existing land-use map displays the development on the ground categorized into groups of similar types of development at a given point in time. For purposes of this analysis, the Existing Land Use Maps are based on a tax digest data provided by Maury County and supplemented by aerial photography and windshield surveys conducted by MACTEC planning team members. Descriptions of the Existing Land Use Classifications are listed below.

EXISTING LAND USE CLASSIFICATIONS

Airport – Land associated with Maury County Regional Airport.

Agricultural/ Farm/ Forest – Properties devoted predominantly to agricultural production or private forest lands.

Civic – Properties dedicated to public use such as city, county, state or federal owned parcels, religious properties, charitable organizations or schools.

Commercial – Properties dedicated to non-industrial business uses including retail sales, office, services, and entertainment facilities; may be located as a single use in one building or grouped together in a shopping center or office park.

Industrial – Land dedicated primarily to industrial land uses that include warehousing, wholesale trade and manufacturing facilities.

Parks/ Recreation/ Open Space – Properties dedicated to uses that require significant amounts of open space such as public and private parks, golf courses, National Forests, and WMAs including Yanahli and Williamsport Wildlife Management Areas.

High Density Residential – Single-family detached homes on single lots with an area less than 6,000 square feet.

Medium Density Residential – Single-family detached homes on single lots with an area greater than 6,000 square feet but less than 15,000 square feet.

Low Density Residential – Single-family detached homes on single lots with an area greater than 15,000 square feet but less than 5 acres.

Rural Residential – Single-family detached homes on single lots with an area greater than 5 acres.

Multi-Family Residential – Apartments, condominiums, duplexes and attached single-family housing (more than two on lot).

Transportation/ Communication/ Utilities – Land devoted to transportation, communication services or utilities.

Vacant/ Undeveloped Lot – Parcels identified as not containing a building and less than or equal to 2 acres in lot size.

EXISTING LAND USE CALCULATIONS

Land classified as Agriculture/Farm/Forest makes up the largest portion of the County with 289,954 acres or 76% of the total land area. Additionally, Agricultura/Farm/Forest is the largest portion of the land use classification for the cities as well. The second biggest land classification is Residential countywide, and within each municipality. Commercial, Industrial, and Public land uses are the other major classifications. The classifications of Unknown, Religious, Education/Science/Charitable, and Transportation/Communications/Utilities represent the smallest share of the land uses in the County and within each municipality.

Table 39 Existing Land Use – Maury County

Land Use	Acreage	Percentage
Unknown	13,954	3.54%
Agricultural/Farm/Forest	293,128	74.31%
Parks/Recreation/Open Space	15,526	3.94%
Civic	5,092	1.29%
Commercial	3,548	0.90%
Industrial	8,351	2.12%
Airport	220	0.06%
Multi-Family Residential	743	0.19%
High Density Residential	91	0.02%
Medium Density Residential	1,691	0.43%
Low Density Residential	20,371	5.16%
Rural Residential	28,330	7.18%
Transportation/Communication/Utilities	430	0.11%
Vacant/Undeveloped Lot	3,014	0.76%
Total	**394,489**	**100%**

Table 40 Existing Land Use – City of Columbia

Land Use	Acreage	Percentage
Unknown	2,371	11.81%
Agricultural/Farm/Forest	4,836	24.09%
Parks/Recreation/Open Space	645	3.22%
Civic	1,408	7.01%
Commercial	2,120	10.56%
Industrial	867	4.32%
Airport	0	0.00%
Multi-Family Residential	581	2.90%
High Density Residential	57	0.28%
Medium Density Residential	1,208	6.02%
Low Density Residential	3,673	18.30%
Rural Residential	1,367	6.81%
Transportation/Communication/Utilities	87	0.43%
Vacant/Undeveloped Lot	854	4.25%
Total	**20,074**	**100%**

Table 41 Existing Land Use – Mt. Pleasant

Land Use	Acreage	Percentage
Unknown	595	7.94%
Agricultural/Farm/Forest	4,146	55.32%
Parks/Recreation/Open Space	39	0.52%
Civic	245	3.27%
Commercial	387	5.16%
Industrial	181	2.42%
Airport	207	2.76%
Multi-Family Residential	75	1.00%
High Density Residential	16	0.21%
Medium Density Residential	134	1.79%
Low Density Residential	670	8.94%
Rural Residential	564	7.52%
Transportation/Communication/Utilities	104	1.39%
Vacant/Undeveloped Lot	132	1.76%
Total	**7,494**	**100%**

Table 42 Existing Land Use – Spring Hill

Land Use	Acreage	Percentage
Unknown	918	8.37%
Agricultural/Farm/Forest	5,885	53.64%
Parks/Recreation/Open Space	132	1.20%
Civic	1,467	13.37%
Commercial	477	4.34%
Industrial	105	0.96%
Airport	0	0.00%
Multi-Family Residential	36	0.33%
High Density Residential	16	0.15%
Medium Density Residential	302	2.75%
Low Density Residential	826	7.53%
Rural Residential	563	5.13%
Transportation/Communication/Utilities	0	0.00%
Vacant/Undeveloped Lot	245	2.23%
Total	**10,972**	**100%**

Table 43 Existing Land Use – Unincorporated Maury County

Land Use	Acreage	Percentage
Unknown	10,070	2.83%
Agricultural/Farm/Forest	278,262	78.17%
Parks/Recreation/Open Space	14,710	4.13%
Civic	1,971	0.55%
Commercial	565	0.16%
Industrial	7,198	2.02%
Airport	13	0.00%
Multi-Family Residential	50	0.01%
High Density Residential	3	0.00%
Medium Density Residential	47	0.01%
Low Density Residential	15,202	4.27%
Rural Residential	25,836	7.26%
Transportation/Communication/Utilities	239	0.07%
Vacant/Undeveloped Lot	1,783	0.50%
Total	**355,949**	**100%**

EXISTING ZONING

Zoning is one of the most important regulations influencing the development pattern of a community. It regulates allowable and prohibited land uses, density of development, site design, building placement, parking and signage. When all of these dimensional and massing elements are used to create a development, they influence the character and development pattern of a community. A large lot that requires large setbacks and parking in the front of the development will create a different community character than a building built close to the street on a small lot with parking is the rear.

Based on a review of the zoning categories and their location throughout the county, the following general observation about how the existing zoning categories influence the development pattern of Maury County.

- The wide variations between different zoning requirements in the county creates variable, less predictable development patterns.
- The most of the zoning categories segregate land uses, creating isolated areas of commercial and residential development.
- While large lot residential zoning has limited higher density development in rural areas of Maury County, rural areas of Maury County are being rezoned to allow higher density residential subdivisions that impact the rural character and landscape.
- The trend towards zoning residential and commercial lots with zoning categories that require large minimum lot sizes and large buffers between residential and commercial uses creates a development pattern that is difficult to travel by means other than a vehicle.
- Large setback and parking requirements create auto-oriented commercial and residential development
- The trend to zone lots along major transportation corridors encourages strip commercial development that makes a community auto-dependent and less likely to walk or bike.
- Excessive setback requirements and the trend towards zoning residential lots with low density zoning discourages walking and the location of residential development within walking distance of important commercial and civic areas

For a brief summary of the general zoning categories in Maury County and its cities, see Table 44 below. The information in the table is used to summarize the general land uses allowable, the minimum lot sizes, and the maximum height of buildings for each zoning category. The intent of the table is to be a summary and is not intended as a substitute for the official zoning ordinance.

Table 44 Zoning Summary Table

Zoning Category	General Use Types	Minimum Lot Size (Square Feet)	Maximum Height (Feet)
Maury County			
Residential			
A1	Agriculture, Single-Family Detached, Single-Family Attached, Mobile Home	85,120	35
A2	Agriculture, Single-Family Detached, Single-Family Attached, Mobile Home	42,560	35
A2A	Agriculture, Single-Family Detached, Mobile Home	42,560	35
R1	Single-Family Detached, Single-Family Attached	15,000-40,000	35
R2	Single-Family Detached, Single-Family Attached, Multi-Family	10,000-30,000	35
Commercial			
C1	Agriculture, Single-Family Detached, Single-Family Attached, Mobile Home, Commercial	10,000-30,000	35
C2	Wholesale, Retail, Commercial	10,000-20,000	35
C3	Special Commercial	85,120	35

Zoning Category	General Use Types	Minimum Lot Size (Square Feet)	Maximum Height (Feet)
Industrial			
M1	Light Industrial, Commercial, Office	10,000	35
M2	Heavy Industrial	-	35
M3	Special Industrial	212,800	35
City of Columbia			
Residential			
RS40	Single-Family Detached, Agriculture	40,000	35
R40	Single-Family Detached, Single-Family Attached. Agriculture	40,000	35
RS20	Single-Family Detached	20,000	35
R20	Single-Family Detached, Single-Family Attached	20,000	35
RS10	Single-Family Detached	10,000	35
R10	Single-Family Detached, Single-Family Attached	10,000	35
RS6	Single-Family Detached	6,000	35
R6	Single-Family Detached, Single-Family Attached	6,000	35
RM1	Single-Family Detached, Single-Family Attached, Multi-Family	6,000	35
RM2	Single-Family Detached, Single-Family Attached, Multi-Family	6,000	75
RMHP	Mobile Home	6,000	35
Commercial			
OCL	Office, Commercial	10,000	25
CBD	Retail, Office, Entertainment, and Service	-	45
ISD	Interstate Commercial	20,000	45
CSO	Commercial, Office	10,000	35
MCD	Commercial, Manufacturing, Warehousing	-	45
MRC	Residential, Retail, Commercial	10,000	45
GCS	Commercial, Retail, Office, Entertainment	10,000	35
Industrial			
IR	Light Industrial	40,000	45
IG	Moderate Industrial	-	45
IS	Heavy Industrial	-	45
City of Mt. Pleasant			
Residential			
AG	Agriculture, Single-Family Detached	212,800	35
RL	Single-Family Detached	15,000	35
RS	Single-Family Detached, Agriculture	10,000-15,000	35
RG1	Single-Family Detached, Single-Family Attached	10,000-15,000	40
RG2	Single-Family Detached, Single-Family Attached, Multi-Family	7,5000-18,000	40
RG3	Single-Family Detached, Single-Family Attached, Multi-Family, Mobile Home	7,000-18,000	40
Commercial			
C1	Retail, Commercial, Office	5,000	40
C2	Retail, Commercial, Office, Lodging	-	40
C3	Retail, Commercial, Office, Lodging	5,000	40

Zoning Category	General Use Types	Minimum Lot Size (Square Feet)	Maximum Height (Feet)
C4	Commercial, Office, Retail	85,120	35
Industrial			
LM	Light Manufacturing, Wholesale, Office, Commercial, Retail	-	40
M1	Office, Retail, Wholesale	-	40
M2	Office, Wholesale, Light Manufacturing	-	40
City of Spring Hill			
Residential			
AG	Agriculture	85,120	50
R1	Agriculture, Single-Family Detached, Single-Family Attached	21,280	50
R2	Single-Family Detached, Residential-PUDs	10,000	50
R3	Mobile Home	212,800	-
R4	Single-Family Detached, Single-Family Attached, Multi-Family	10,000-19,000	50
R5	Multi-Family	19,000	50
R6	Traditional Neighborhood Development	-	-
Commercial			
B1	Single-Family Detached, Single-Family Attached, Multi-Family, Office, Commercial	10,000	50
B2	Mixed Use, Residential/Office, Commercial	10,000	50
B3	Commercial, Wholesale, Retail	-	50
B4	General Commercial	-	50
Industrial			
M1	Light Industrial, Office	10,000	35
M2	Heavy Industrial, Manufacturing	10,000	35
M3	Special Industrial	212,800	35

COMMUNITY CHARACTER

The current development patterns can be described both in terms of their location but also in terms of type. Generally speaking, the traditional development pattern in Maury County has followed along the corridor from Mt. Pleasant to Spring Hill. Along this corridor, the majority of residential, commercial, industrial, and civic development has occurred. The community character is described below by major category and includes an analysis of its geographic location and the type of development.

RESIDENTIAL

Residential development is generally dispersed throughout the county. While the majority of residential development follows the development corridor between Mt. Pleasant and Spring Hill, it is more dispersed than the other major development categories. This development pattern reflects both the rural residential character of the county as well as the increasing suburban development outside the County's cities.

Outside the cities, the residential development is characterized by rural development with large lots and an informal development pattern associated with rural areas. The higher density, more formal development is largely located within the city limits of Columbia, Mt. Pleasant, and Spring Hill. The residential development within the cities can be described at both suburban and urban. The suburban development is mainly located along the major road corridors and at the outer edge of the cities. Suburban residential areas can be described by curvilinear streets and a semi-formal block pattern. The urban residential development is located in close proximity to the traditional town centers and can be described by a formal street and block pattern.

COMMERCIAL

Commercial development is generally located along the corridor connecting Mt. Pleasant to Spring Hill with a limited amount of commercial development clustered around interstate interchanges and rural hamlets. The development pattern reflects the disposition of commercial establishments to located in close proximity to major transportation and activity corridors.

Outside the cities, the commercial development is generally characterized by small-scale commercial development in rural areas or at major rural cross roads. The exception to this is the commercial development at the interstate interchanges where interstate commercial uses such as gas stations and hotels have located. The primary commercial uses in Maury County are located within the cities and along the major transportation corridors. The commercial uses located at the edges of the cities are generally suburban in character with larger, single-use structures and auto-oriented. The commercial development associated with the traditional town centers can be characterized by smaller scale, mixed-use style development that is oriented to both vehicular and non-vehicular access.

INDUSTRIAL

Industrial development is generally located outside the cities and along the corridor connecting Mt. Pleasant to Spring Hill. The development patters reflect the traditional industrial industry location associated with Maury County's economic history such as the phosphorus mining and the GM plant Additionally, each city has a cluster or node of industrial development located in close proximity.

The industrial development is generally characterized by large industrial parks and heavy industrial uses. Traditionally, heavy mining and processing uses have been the primary industrial activities. Large landscape buffers separate the industrial uses from commercial, residential, and civic uses. The industrial uses are also generally located in areas with convenient access to major highways.

CIVIC

Civic development is generally located along the corridor connecting Mt. Pleasant to Spring Hill. The civic uses can be divided into two primary categories, municipal functions and economic development. The municipal functions are generally located within the traditional town centers with the exception of schools, which are more dispersed

throughout the cities and county. The economic development functions are associated with the airport and economic development activity such as business parks.

The municipal functions such as government administration buildings are mostly located in the town centers and occupy traditional town center buildings that are oriented to both vehicular and non-vehicular access. Schools are generally located within cities and along corridor connecting Mt. Pleasant to Spring Hill. The orientation of the schools is variable with some located within neighborhoods and while others are more auto-oriented in rural areas or along major highways. The economic development functions such as business parks are located outside the cities and oriented towards vehicular access.

RURAL/AGRICULTURAL

Agricultural development is generally located throughout the county and is the defining land use. Because roughly 70% of the land is agricultural, the character of the county is largely rural in nature. While agricultural uses are within each of the cities, the majority of agricultural land is outside the cities and is divided by the development corridor that splits the county in half.

The agricultural development is generally characterized by large lots with a mixture of residential buildings and accessory structures such as barns and other rural structures necessary to support agricultural activity. The development pattern can be described as informal with building location and orientation respecting the natural features such as steep slopes and water features.

The primary uses are residential and agricultural at a low density. However, commercial uses are found is rural hamlets where traditional rural towns have developed. These uses are typically smaller in scale when compared to suburban and urban commercial uses. Additionally, the commercial uses is rural areas primarily serve the rural community with basic needs such as fuel and food. Civic uses such as churches are dispersed throughout the rural areas of the county with other civic uses such as post offices and schools located within the traditional rural centers.

AREAS REQUIRING SPECIAL ATTENTION

Growth inevitably impacts natural and cultural environments as well as the community facilities, services, and infrastructure required to service an area. Table 38 describe areas where the real estate market has and continues to produce development that is dominated by single-function land uses, where aging commercial areas are in need of functional and aesthetic revitalization, where growth should be carefully managed due to the environmentally-sensitive nature of the land, or where historical districts and resources should be maintained as they contribute significantly to the identity of the County.

Table 45 Areas of Special Concern

Areas of Special Concern	Description
River and Creek Corridors	Protected river corridors
Groundwater Recharge Areas	Large groundwater recharge areas throughout the county
Strip Commercial	Existing commercial development follows conventional, auto-oriented development patterns with limited character and attractiveness. Large parking lots located in front of buildings, limited pedestrian circulation, minimal landscaping or vegetative buffers between roadways and private property, and limited connectivity to adjacent parcels and land uses creates the auto-oriented development patterns that are limited in uses and "as is" redevelopment opportunities.
Infill Development	There are many commercial and residential areas of the County that are appropriate for redevelopment. However, many of these areas are within existing neighborhoods or commercial areas and have historic value and character. As redevelopment of these areas occurs, measures should be taken to preserve the historical value of old buildings and when new development is introduced into the area, it should respect the character of the surrounding area.
Historic Areas	Most significant or recognized historic areas and structures will likely be threatened by encroaching development or incompatible land uses at some point in time. Proper land use planning and guidelines are needed to protect viable historic and cultural resources. Among the historic areas of concern are individual historic sites in the County.
Natural Resources	Natural resources, particularly water resources, are of special concern as Maury County experiences population growth and associated housing and commercial development. Green space planning and preservation will also be important to achieve preservation of natural resources and provision of recreation facilities.
Agriculture/Rural Preservation	Many areas of Maury County that historically were dedicated to agricultural production have seen pressure to convert to suburban residential land uses as property values have increased due to market demand.
Corridors and Interchange Areas	Major transportation corridors provide direct, four-lane highway transportation links between communities. As such, development has moved quickly outwards from cities along the corridors. Interchange areas can be important economic resources when paired with appropriate land uses and development patterns.
Water and Sewer Infrastructure	Areas for water and sewer development have been identified and infrastructure expansion projects are planned. It is important to encourage development in the areas planned for infrastructure expansion. Additionally, planning for future infrastructure expansion should be coordinated with and guided by land use planning that is consistent with a comprehensive vision for growth and development.
SUGA Area	The SUGA area has seen recent development pressure and extra attention needs to be given to the area to ensure that existing conditions and character are balanced with the future vision and desired character.

PREVIOUS PLANS AND STUDIES

BEAR CREEK PIKE LAND USE PLAN

The Bear Creek Pike Land Use Plan (Bear Creek Plan) was prepared in response to increased development activity along the Bear Creek Pike. The development activity was a direct response to three main factors. One, in the early 1980's Columbia annexed the area along the Pike and extended sewer and water service there after. The expansion of City services led to increase in development activity such as motels, restaurants, and other businesses associated with the I-65 interchange. Another major impact on the development activity was the construction of a middle school as well as an elementary school at the northwest corner of Bear Creek Pike and Tom Sharp Road. The construction of the schools resulted in increased residential development along the corridor. A third major factor influencing development along the corridor was the inclusion of the area within the Urban Growth Area established by the City and required by the State of Tennessee in 1999. Because of these three major issues associated with the Bear Creek Pike corridor, the city decided to establish a coordinated development plan for the corridor.

The final report included a Land Use Plan as well as a series of recommended action steps to address the future development along the corridor. The Land Use Plan identified nine major Land Use classifications for the corridor that included estate residential, rural residential, low, medium, and high density residential, commercial, industrial, public/semi-public, and Right-of-Way. Within the study area, The major commercial areas are located at the intersection of Bear Creek Pike and U.S. 31, near the intersection of Tom Sharp Road, and the interchange area at I-65. The lower density residential development follows almost the entire length of the study area while the higher density residential development is clustered around the schools. The industrial development is exclusively located at the eastern edge of the study area to the eastern edge of I-65.

The other major recommendations addressed zoning, transportation, and public improvements. With zoning, the study identified the need to either establish joint zoning review with the city and county or to allow Columbia to exclusively handle zoning and building applications for the corridor. By taking this step, Columbia would be able to manage and influence the development in the area.

For transportation, the study recommended three main actions. One, Bear Creek Pike should be widened to a four lane divided roadway for the entire length of the roadway from U.S. 31 to the interstate. Access control and the limitation of access points were also major recommendations. By limiting access points, the number of intersections can be reduced as well as the number of conflicts with entrances and exits off Bear Creek Pike. The third major transportation recommendation was the lighting of the Interstate 65 interchange. Safety concerns were the main issue with the interchange the lighting would create better visibility around the interchange.

Lastly, public service improvements identified by the Plan include minor utilities upgrades, the addition of a fire station along the corridor, and some additional parks and recreation areas. For utilities, the Plan identified the need for a new or relocated sewer pump as development around the I-65 interchange increases. In addition to the sewer and water service, an additional fire station was identified as needed in the area and recommended for the area near the intersection of Bear Creek Pike and Old Highway 99. The location of two new parks and a greenway along the floodplains have also been identified for the study area and in line with the Parks and Recreation Plan for Maury County.

TOM J. HITCH PARKWAY LAND USE PLAN

The Tom J. Hitch Parkway Land Use Plan (Tom Hitch Plan) was developed in 2002 to help stimulate residential, commercial, and industrial development in the corridor and to generate property and sale taxes for the City of Columbia. Stretching approximately 3.5 miles from Bear Creek Pike to James Campbell Boulevard, the Parkway helps alleviate trips along U.S. 31 as well as provides an additional connection between James Campbell Boulevard and Bear Creek Pike. Like the Bear Creek Pike Land Use Plan, the Tom Hitch Plan identified future land use classifications appropriate for the area and recommendations for zoning, transportation, and public utilities.

The recommended land uses for the Parkway include Low, Medium, and High Density Residential, Commercial, Planned Business Park, Industrial, Public/Semi-Public, Public Utilities, Right-of-Way, and Floodway. On the north end of the Parkway, Commercial and Planned Business Park land uses line the Parkway with medium and high density located behind the commercial strip. Additionally there is some Floodway, Public/Semi-Public, and Public

Utilities land uses along the Duck River. The center of the study area is almost exclusively Low Density Residential and Public/Semi-Public with a small amount of Floodway. The south side of the study area is a combination of Commercial, Low Density Residential, and Industrial land uses.

The zoning recommendations for the study area included modifications to existing zoning regulations as well as modifications to jurisdiction over areas within the study area but located outside the city limits. The main zoning regulation change was directed at accommodating a business park. The City did not have a zoning classification that adequately addressed the site requirements for this type of development and recommended the adoption of a new zoning classification specifically for business/office parks. The other zoning recommendation was for modifications for Medium Density Residential development to help accommodate the desired densities. The jurisdiction recommendation was to address who handles zoning review and approvals. Some of the area within the study area is located outside the city limits. The Plan recommended either annexation of these areas or a joint zoning review agreement between the city and the county to allow Columbia to have some control over areas that will be annexed in the future.

The transportation recommendations include widening of Tom Hitch Parkway, creation of a new East-West collector street, access management, and the instillation of new traffic signals. Based on the analysis done during the study, the Parkway was near capacity and projected to exceed its capacity in 2007. The proposed East West collector is part of the overall transportation plan for the area and is intended to increase connectivity and access within the study area. The other major concerns were access management and traffic signals. The intent of controlling access points along the Parkway and installing traffic signals at key points along the Parkway is to improve traffic flow.

Lastly, the public improvements in the plan included utilities, public facilities, and parks and recreation needs. Based on the assessment of the area, the Plan identified the need for increased water service to the area to help encourage development. When the study was conducted, the responsibility for water/sewer service extension was the responsibility of developers. The Plan recommended a public-private partnership to encourage development in the area while not subsidizing the total cost of service extension for developers. For public facilities, the Plan called for increased analysis to determine if an additional fire station is needed for the area. Most likely it will be contingent on the pace of development in the area. Two new parks and a greenway were the main Parks and Recreation elements identified in the Plan. The Plan recommended that one park be located north of Iron Bridge Road and another park be located south of Iron Bridge Road. For the greenway, the Plan identified the opportunity to locate a greenway within the floodway that would tie into a county-wide greenway system.

PUBLIC CHAPTER 1101 GROWTH PLANS

Conducted under the law created by the Tennessee General Assembly in 1998, the cities of Maury County conducted an Urban Growth Boundary (UGB) report to establish their UGBs. The purpose of the report is to provide objective justification for creating a region that contains the corporate limits of the municipality where growth is expected and where future annexations may occur. Additionally, as part of the justification for the creation of a UGB, the city must provide justifications for creation based on a 20 year planning period. In the case of Maury County's cities, this extended future population accommodations through 2020.

The cities looked at several factors in determining the UGB that included:

- Population analysis and projections
- Inventory and analysis of existing land use
- Vacant land inventory and analysis
- Inventory and analysis of existing infrastructure and public services
- Determination of minimum space needs based on projected population growth
- Future infrastructure and urban services
- Proposed urban growth boundary

Growth Plan - City Columbia, Tennessee - Base on the analysis of the above factors, the City proposed an UGB that would address three main assumptions. The first assumption was the accommodation of residential

growth. In 1999, the Planning Department calculated and identified the areas appropriate for residential growth. Based on the analysis, the Department determined that approximately 3 square miles will be needed within the City of Columbia's boundaries to accommodate the estimated growth of 6,632 residents and 2,653 households by 2020. This estimate was established with the assumed density of 2 residential units per acre in the existing corporate limits and 1.5 units per acre in the future annexed areas within the established UGB. The second assumption in establishing the UGB was that all new development will be provided sewer service as well as all other municipal services. This assumption was intended to match service delivery with development growth and to not allow demand for city services to be outpaced by the expected growth. The last assumption was that large areas of surrounding land to be annexed will be designated as commercial, industrial, and leisure time areas. Additionally, the main areas identified for future annexations are the Tom Hitch Parkway and Bear Creek Pike Areas. Both of these areas were largely undeveloped, able to accommodate future growth easily based on existing development and transportation services and the expectation that residential development will also likely follow along these two corridors, matching jobs with housing opportunities.

Growth Plan - City of Mount Pleasant, Tennessee - Based on the analysis of the above factors, the City proposed an UGB encompassing 52.6 square miles. Of this area 11.1 square miles encompassed the City before the UGB was proposed. The main justification for the creation of the UGB is to retain the investments, current and future, in service infrastructure (water, gas, and electricity) within the City and to the area adjacent to it. Since the city currently provides services to most of the surrounding areas, the UGB is intended to preserve the current investment and continued service delivery to the outlying areas around the City.

Growth Plan - Town of Spring Hill, Tennessee - Based on the analysis of the factors required by law to establish an UGB, the Town proposed an UGB encompassing 15.8 square miles and is approximately the same size as the Spring Hill Planning Region. The main justification for the creation of the UGB is to retain the investments, current and future, in service infrastructure within the City and to the area adjacent to it. Since the city currently provides services to most of the surrounding areas, the UGB is intended to preserve the current investment and continued service delivery to the outlying areas around the town.

Growth Plan – Maury County, Tennessee - Conducted under the law created by the Tennessee General Assembly in 1998, Maury County conducted a Growth Plan Report. The purpose of the report was the creation of an instrument by which counties and cities can cooperatively manage growth and development the efficient use of land, the provision of public services, and the recognition of environmental, cultural, and historical constraints/opportunities. The growth plan was meant to operate in much the same way as the Urban Growth Boundaries (UGB) established by municipalities. There are however several differences.

One, for the purpose of planning coordination and management, the growth report established two types of planning areas. A Planned Growth Area (PGA) is one planning area and is defined as territory in the County that is reasonably compact yet sufficiently large to accommodate residential and nonresidential growth projected to occur during the next 20 years and that is not within the existing boundaries of any municipality or within an UGB. The other type of planning area established by the report is Rural Area (RA) and is defined as territory that is not within an UGB or PGA that is preserved over the next 20 years as agricultural, forest, recreation, or wildlife management areas or for uses other than high-density development. Additionally, the RA's are intended to reflect the county's duty to manage, preserve, and protect its natural resources. The second difference from UGB is that the growth plan is intended to apply to those areas not within existing UGBs. While the Growth Plan does not include these areas, it does establish a formal mechanism for coordinating services within the county and between municipalities and the county government.

From the analysis conducted for the report, 5 PGAs were established with all other areas of the county (not in an UGB) identifies as RA. Two of the areas are adjacent to Columbia and Spring Hill. These areas are identified as potential overflow areas where development is expected to extend outside of the UGB established by each municipality. Additionally, three PGA are located away from the UGB of the municipalities. These PGAs are designated as rural hamlets and mainly designated as areas for school development that can service the rural communities of Maury County. The remainder of the county is classified as RA. The intent of this area is to preserve the agricultural, forest, recreation, and wildlife management areas.

Of special note is that in 2005, amendments were adopted to modify the original PGAs. The adjustments were done to accommodate potential limited commercial and industrial development along specified highway corridors

in the County. Additionally, limited commercial and industrial development is site specific with low to moderate impact on surrounding land and activity. The amendments affected the following three PGAs specifically:

- Santa Fe Area – the Expansion extended out of the PGA and along SR 7. The extend to the west followed SR 7 to the Hickman County line to the northwest and Columbia UGB to the southeast.
- Big Oak Lake Area PGA – This PGA is absorbed into the Columbia UGB.
- Culleoka-Glendale Area – This area has two expansions. One is located along SR 50 from the Columbia UGB to the Marshal County Line. The second area is located along Valley Creek Road and extends southwest from the current PGA. Both of these adjustments to the boundaries of the PGA were adopted because of the probable commercial and industrial development along SR 50 and the improvements to Culleoka School in the Valley Creek Road area.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- The traditional development corridor connecting Mt. Pleasant to Spring Hill will allow Maury County to maximize it's infrastructure, economic, and community networks
- The historical development forms within the cities will allow for a variety of redevelopment opportunities and reinvestments

WEAKNESSES

- Existing land use regulations and policies have allowed sprawl development patterns and in some cased prohibit smart growth development
- Some spot zonings through out the county have created incompatible land use patterns

OPPORTUNITIES

- Continued growth will allow Maury County to redevelop areas within the existing city boundaries
- Concentrating the majority of growth within existing city boundaries will allow Maury County to preserve rural areas and the associated rural character

THREATS

- Continued growth will put development pressure on rural areas of the County
- Continued growth will put additional strains on the natural environment with increased impervious surfaces and stormwater pollution

INTERGOVERNMENTAL COORDINATION

Identification of existing coordination mechanisms and process with adjacent local governments, independent special authorities and districts, independent development authorities and districts, school boards, and programs

This section indentifies existing coordination mechanisms and processes in Maury County. These include intergovernmental agreements, service delivery, joint planning and service agreements, special legislation or joint meetings or work groups for the purpose of coordination. Sections below outline independent agencies, boards, and authorities, and regional and state programs. The purpose of this element is to assess the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the community. Additionally, the purpose is to articulate goals and formulate a strategy for effective implementation of community policies and objectives that, in many cases, involve multiple governmental entities.

ADJACENT LOCAL GOVERNMENTS

A substantial portion of intergovernmental coordination is achieved through informal processes, such as the exchange of data between City and County government agencies. These informal processes are useful and effective, but formal mechanisms for intergovernmental coordination are also necessary to address some issues that cannot always be resolved through informal methods. While the following sections do not address the specific formal or informal processes, they do highlight the different levels of government structures that provide services within and adjacent to Maury County. As Maury County and the surrounding areas continue to grow and change, intergovernmental coordination should be evaluated to ensure that the appropriate levels of service are being provided and that there is no or limited overlap with the associated services.

Maury County includes all or part of the four municipalities: Columbia, Mt. Pleasant, and Spring Hill. Maury County is surrounded by the county governments of Giles, Lawrence, Lewis, Hickman, Williamson, and Marshal.

INDEPENDENT AGENCIES, BOARDS, AND AUTHORITIES

- Maury County Health Board;
- Maury County Hospital Board;
- Maury County Tax Equalization Board;
- Maury County Library Board;
- Maury County Civil Service Board;
- Maury County Industrial Development Board;
- Maury County E-911 Board;
- Maury County Parks and Recreation Board;
- Maury County Health and Education Facilities Board;
- Maury County Public Utilities Board;
- Maury County Planning and Zoning Board; and
- Maury County Beer Board.

- Maury County School Board

REGIONAL AND STATE PROGRAMS

South Central Tennessee Development District (SCTDD)

The SCTDD provides support and coordination to the 36 municipalities and 13 county governments in south middle Tennessee. The goal of the support and coordination is to advocate and promote economic and community development within the region. The SCTDD is governed by a 68 member Board of Directors and an Executive Committee. Under this structure, the Executive Committee is delegated the authority and policy making responsibilities for day to day operation with the Board of Directors providing acting in an oversight role and providing long range planning guidance.

The SCTDD has several goals for the coordination of and advocacy for the counties and manipulates within region. These goals include the following.

- To assist local governments in researching, obtaining, and administering federal and private funding; to promote and enhance the quality of life in South Central Tennessee;
- To develop jobs, upgrade the labor force and help raise the per capita income of the region's citizens;
- To help promote a regional environment conducive to attracting and retaining industry and furthering economic growth;
- To assist in the formation of public policy for better transportation systems and infrastructure:
- To serve as a clearinghouse for member governments with information concerning federal, state, and local services available to assist in the solution of common problems;
- To identify needs and advocate services for the elderly population of the region; and
- To foster intergovernmental relations between all branches of government.

Tennessee Department of Transportation (TDOT)

TDOT maintains and improves State and Federal highways in Maury County and provides financial assistance for local road improvements.

Tennessee Department of Economic and Community Development (TDECD)

The DECD assists Tennessee communities in preparing and competing for economic development and job creation opportunities and provides local planning assistance and coordination support.

Tennessee Department of Environment and Conservation (TDEC)

The DEC provides coordination and support for protecting Tennessee's air, land and water, and preserving, conserving, and promoting Tennessee's natural and cultural resources. In addition to handling the protection of federally protected wildlife and plants, DEC is also in charge of managing the natural areas in Maury County.

PREVIOUS PLANS AND STUDIES

OPERATIONAL PERFORMANCE REVIEW OF MAURY COUNTY GOVERNMENT REPORT

In 2006, Maury County conducted a performance review to evaluate the current operational issues of the government, identify the appropriate levels of staffing within each department, identify opportunities for more

cost-effective delivery of services, and also identify performance measures that may be used for future evaluation of performance and staffing.

As part of the overall evaluation, the report identified the need to create a new county organizational structure to help address some of the identified issues and opportunities. The recommended structure groups services into two large departments under the authority of the Mayor's Office. One department would be the Administrative Services Department and be primarily responsible for administrative and financial services. The second department would be the Community Services Department and would handle those services intended to provide direct assistance to the community. Some of these services include Solid Waste, Animal Control, Building and Zoning, Veterans Affairs, Visitors Bureau, Parks and Recreation, and Emergency Management.

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS ANALYSIS

STRENGTHS

- Maury County's municipalities and county government have met the basic needs of Maury County residents as it has experienced population increase over the last 20 years
- Maury County is the regional hub for the South Central Tennessee Development District

WEAKNESSES

- There is a need to re-organize the county government structure to meet the new and different needs of a growing community

OPPORTUNITIES

- Service arrangements between county and city governments can enhance service delivery and reduce costs

THREATS

- Lack of coordinated local governments limits the county's ability to develop strategically
- Uncoordinated government decision-making will limit the government's ability to preserve the rural character of Maury County and limit the government's ability to enhance existing developed areas